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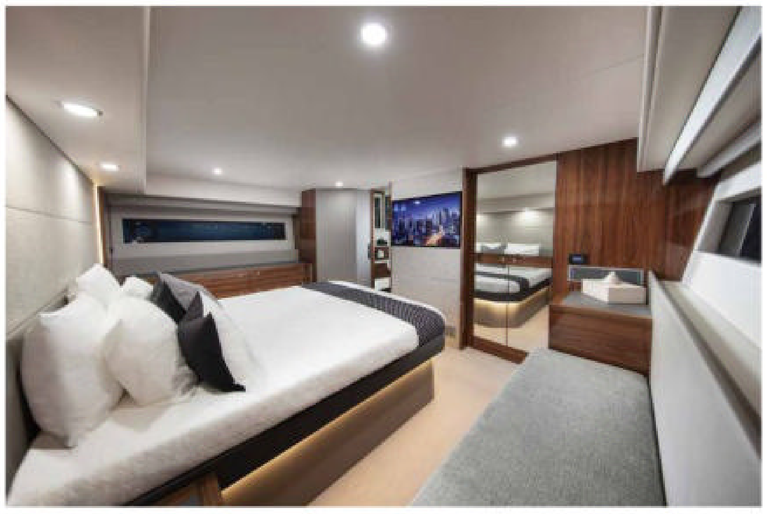

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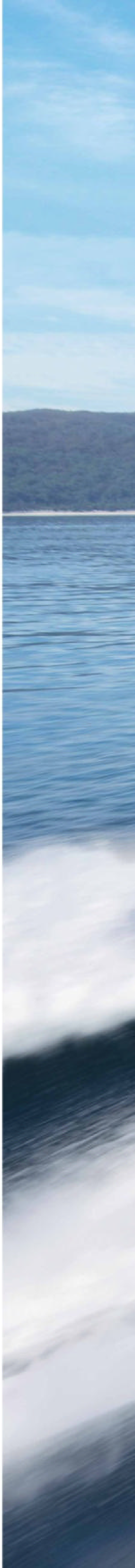

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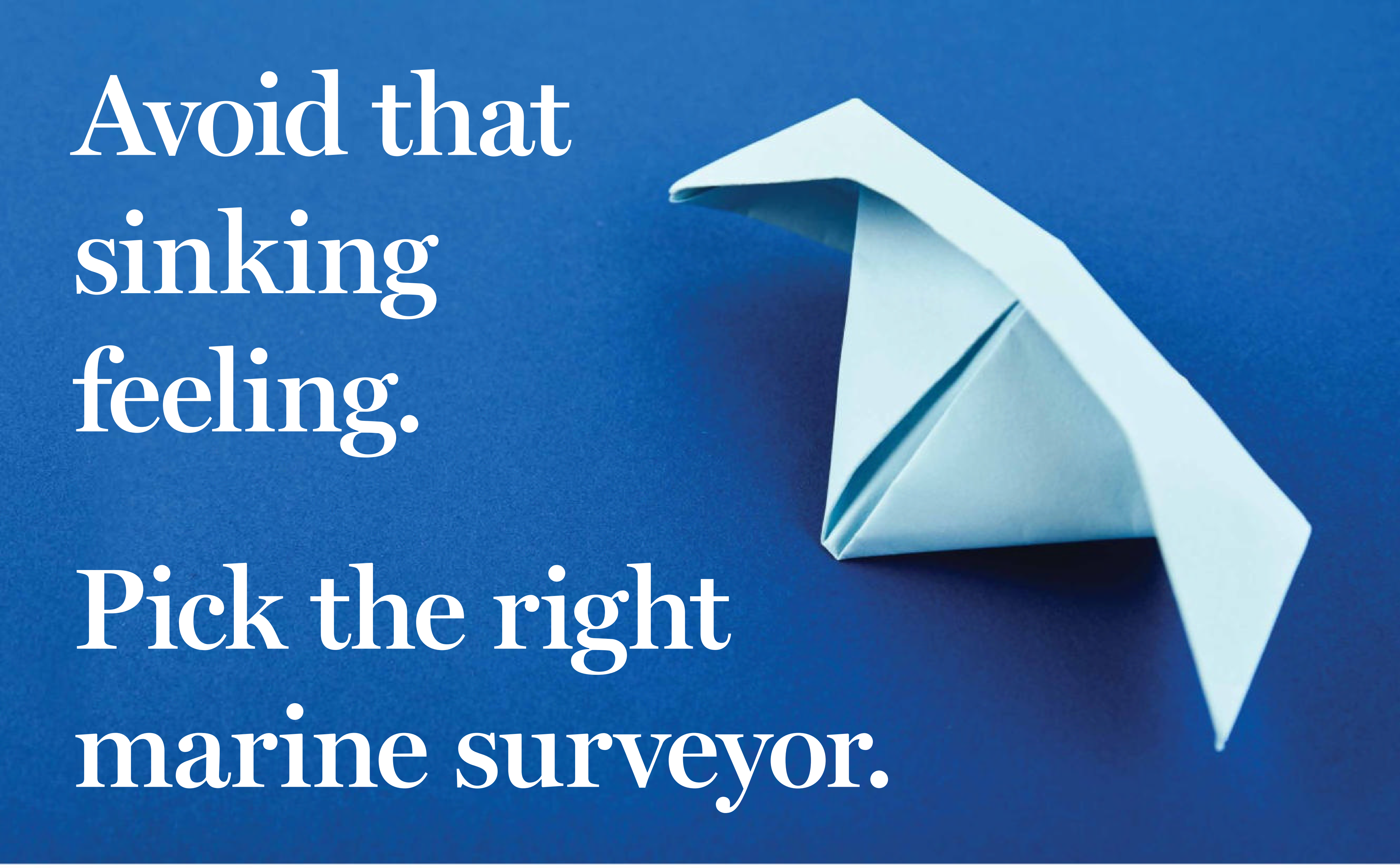

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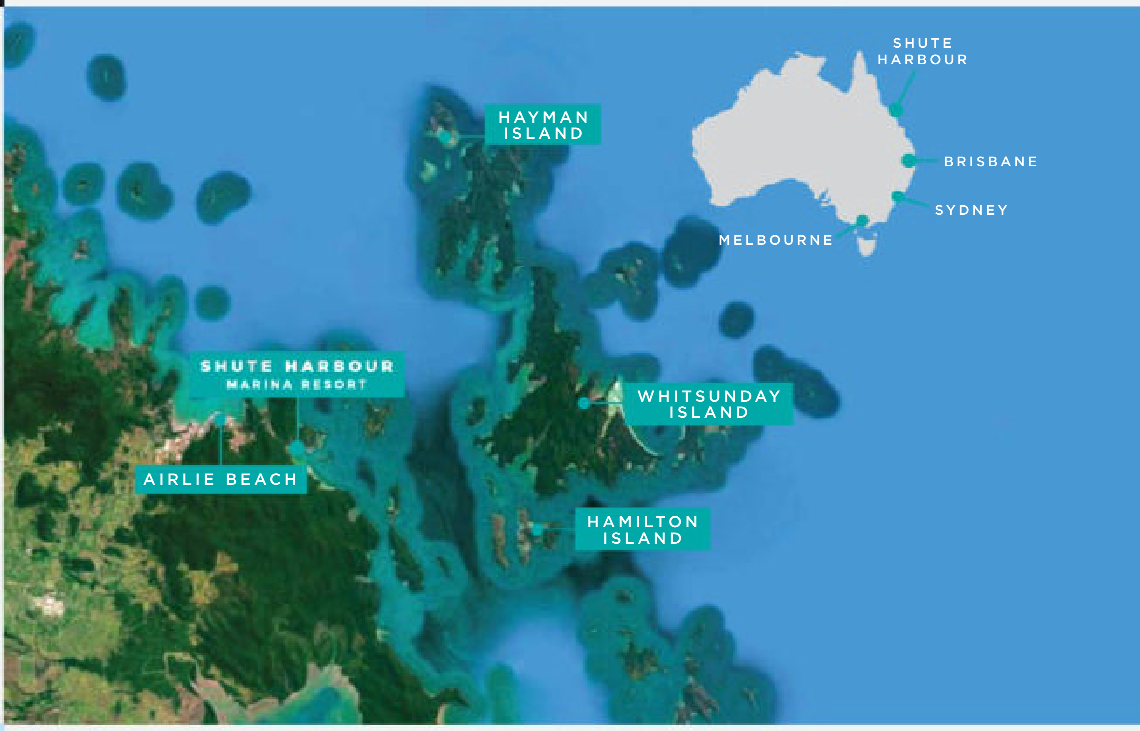

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Issue 545 *November 11–December 8*

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On Watch

with TIM SIMPSON

FULL CIRCLE

What an honour it is to take the helm as your Editor-at-large.

It was a thrilling moment when Tim van Duyl and CEO of Adventures Group, Rob Gallagher, approached me recently, not only as *Trade-a-Boat* is regarded as the 'bible' of the industry and a monthly necessity for thousands of boaters nationwide, but also because the appointment takes me full-circle to my origin in magazines. But let me introduce myself by starting my adventure back at the beginning.

I grew up beside the water on the Northern Beaches of Sydney, the son of a Lieutenant Commander of the British Navy. As a very young lad, I was enrolled as a Sea Scout, where I learned my grounding in knots, boat handling, and seamanship skills. At school, I sailed for sport, and every weekend I fished the estuary and ocean headlands from a tinny. Once I'd secured an income, I bought a Haines Hunter 445F, an outstanding 4.5m centre-console that I fitted-out with outriggers, flush-deck rod holders, a berley bucket, fish box, live bait tank, and long-range fuel tank. That boat taught me a lot about what can be done to, and accomplished from, even a very small sportfisher. Offshore in that diminutive craft, I regularly caught everything from mulloway to yellowfin tuna.

As much as I adored that rig, I eventually sold it as my desire to fish new grounds and learn new techniques saw me spending most of my time aboard other people's boats in far-away locations — opportunities that I've been fortunate to enjoy the rest of my life. This variety has provided a wealth of experience about the good and poor performance of different boats, and about the practicality — or lack thereof — of different layouts. Along the way, I've found myself in many extreme situations, and feel privileged to have learned boat-craft and fishing skills from some of the very best in the business.

With high school completed, I aspired to train as a marine biologist, but those plans were hijacked by an interim offer to work my summer holiday for a major Melbourne fishing tackle retailer that was setting up a new shop in Sydney city. The opportunity to help anglers find new success through better tackle and technique really struck a chord with me, to the extent that I never left. By the age of 20, I was appointed Manager of the store, and for the next 23 years I ran Compleat Angler's New South Wales business, buying and selling the world's best fishing tackle. On the side, I presented seminars for clubs and taught fishing techniques on stage for the Sydney Boat Show, which I have now done for 35 years.

Then, in 2001, I moved north to the Gold Coast, soon embarking on a book project with friend and magazine publisher, Ron Calcutt. Our 320-page treatise, *The Book of Lures,* was published in 2004.

The book led to my appointment as Editor of *BlueWater Boats & Game Fishing* magazine in 2005, at the time, the sister publication of *Trade-a-Boat*. Both titles were run side-by-side in a division of Kerry Packer's publishing empire in Melbourne. A year later, I moved BlueWater to a dedicated office near my home on the Gold Coast. Eleven years later, in 2016, I bought the business and ran it with my wife Trish from our home office. Then COVID-19 struck last year and our whole world was turned upside down.

In August, I also discovered a rare form of dermal sarcoma cancer growing on my scalp, the result of which was radical surgery by plastic surgeon, Dr. Raj Sawhney, and his team at the Gold Coast University Hospital. With incredible skill, they created a new scalp for me using a muscle harvested from my back.

So now I have a new look, and a new outlook on the future.

In the issues ahead, I'm looking forward to sharing the best in the boating world, the great adventures available to you, a monthly round-up of fishing hotspots, the techniques that will transform your fishing success, and a whole lot more to inspire you.

Happy days,
Tim

> **"In the issues ahead, I'm looking forward to sharing the best in the boating world, the great adventures available to you, and a whole lot more to inspire you"**

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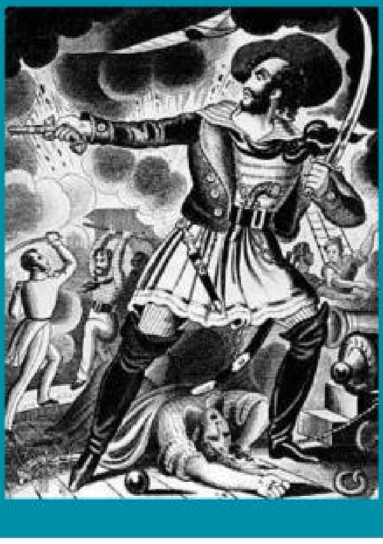
Seadogs of Yore

Where is the treasure?



Born in 1645 in Scotland, William (Captain) Kidd is known for being one of the most colourful outlaws of all time. To this day, well past his death in 1701 in London, fortune seekers have been trying to hunt down his buried treasure.

It is believed he began his career in his youth but became a legitimate privateer — a privately owned warship that had government permission to attack enemy ships — for England against the French after 1689. In 1690, he was an established sea captain and shipowner in New York City — privateering had since been made illegal — where he owned property and was often dispatched to rid the coast of foreign privateers. In London in 1695, he received a royal commission to apprehend pirates in the Red Sea and Indian Ocean.

On his ship, the Adventure Galley, Kidd arrived at the Comoro Islands off East Africa in February 1697, and it was apparently sometime after that he turned to piracy. In August, he unsuccessfully tried to attack ships holding Mocha coffee from Yemen, but later took several small ships. Two months later though, he refused to attack a Dutch ship, and a near mutinous exchange, mortally wounded his gunner, William Moore. When his crew insisted on attacking the Armenian ship, *Quedagh Merchant,* he was cemented in piracy and when he reached the West Indies in 1699, he learned he had been denounced as a pirate. Leaving his ship at the island of Hispaniola, where it disappeared, he purchased a new one and sailed to New York City to plead innocence.

Sent to England for trial, Captain Kidd was found guilty of the murder of Moore and on five indictments of piracy. After he was hanged, some of his treasure was recovered in the Caribbean with proceeds of the goods donated to charity. In years that followed, his name became inseparable from the romanticised concept of the adventurous pirate, the treasure he supposedly buried in numerous stories, including *The Gold Bug* by Edgar Allen Poe.

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THE CROW'S NEST

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NEW FISH HABITAT STRUCTURES FOR FISHING

The Recreational Fishing Grants Program is funding 11 new projects across Victoria to improve recreational fishing.

The $925,000 will see fish habitat improvements, a jetty upgrade, education programmes, and fisheries monitoring.

50 fish habitat structures will be placed at the mouth of the Mitchell River in the Gippsland Lakes to provide more shelter and food for species, while a woody habitat will be funded to be built by the Goulburn Valley Association of Angling Clubs which will create more homes for golden perch.

The basin will also be stocked with 100,000 fingerlings, with longer floating pontoons replacing the jetty at Pritchards Landing, with other habitat sites around the state receiving boosts also.

To view the full list of improvements, visit vfa.vic.gov.au/recreational-fishing.

NEW INSIGHTS INTO ARTIFICIAL REEFS

Artificial reefs have been found to attract more small foraging fish, or baitfish, than natural reefs.

This insight is due to the higher structures of artificial reefs, some reaching nine metres, which allow fish to spread out and feed much higher above the seafloor while still remaining safe in the structures.

This has allowed bottom-of-the-food chain fish to have more access to food than they normally would, even more so with the plankton swept through by the East Australian Current, with a flow on effect with benefits for their predators like the bluespotted flathead.

The findings have emphasised the need for protective habitats for forage fish, despite a 50 per cent decline in kelp, which itself is highly important to coastal food webs.

FIRST SILENT-YACHTS NEW FLAGSHIP UNIT SOLD

After its debut at the 2021 Cannes Yachting Festival, Silent-Yachts has sold the first SILENT 100 Explorer, scheduled for delivery in 2023.

The Austrian-based manufacturer's new model is a four-deck vessel with a solar-electric drive train to preserve ocean cleanliness and to also reduce noise levels.

With worldwide cruising capabilities, the yacht designed by Marco Casali measures 31m with a beam of 13.62m and its solar cells provide up to 40kWp of battery bank capacity up to 800kWh.

Michael Kohler, Silent Yachts founder and CEO, said there is plenty of family-friendly space onboard, with the sale highlighting the market's interest in the comfort of catamarans and solar energy for propulsion and household appliance needs.

"Clients are free to customise the arrangement according to personal preference. Do you want a gym or media room, a larger VIP suite or a country kitchen on the main deck? No problem. The flexibility of the catamaran configuration means we can meet most requests," he said.

Alongside five ensuite guest cabins, a full-beam master with private office, a spacious salon and dining area and more, the Silent 100 Explorer has an extra deck and much more space both outdoors and in comparison to the Silent 80.

It has twin 230kW at 700rpm electric motors, an economic speed of 6–8kt, a cruising speed of 10kt and a top speed of 14–16kt, and two or three diesel generators for back-up auxiliary power.

INCREASED DEMAND FOR COASTAL CRUISERS

Boats International is awaiting the arrival of dozens of boats — all of them sold — highlighting the demand for vessels across all manufacturers.

Seven of those are Island Gypsy 40s, with two more underway at the factory to be negotiated on and customised for their new owners.

The new 40-footer has a trawler-style exterior and has an optimised interior with its twin cabins, full-height shower, colour scheme, benchtops in the galley, and lazarette in the cockpit.

Up to eight guests can be accommodated with two dining tables in the cockpit which folds out to create a dining table, and the deep walkaround decks provide both safety and views while at sea.

Brett Flanagan, designer of the Australian builder, said the sales and feedback to the vessel are testament to the differences the Gypsy brings.

"Island Gypsy offers the best of all worlds — for all their features, they're affordable, economical to run and we provide full-service and support up and down the east coast of Australia," he said.

The Island Gypsy 40 twin cabin cruiser is priced from AUD $649,000.

ISLAND GYPSY

LAUNCH OF MARINE BUSINESS NEWS

Marine Industry Magazine has been re-launched as a digital offering under *Marine Business News*.

The move comes after Marine Business, run by Yaffa Media, was acquired by Mirror Image Marketing, run by Domenic Genua.

"*Marine Business News* aims to share news and information to the recreational marine industry, with the view of improving knowledge and supporting the growth and betterment of the industry, as well as improving the lifestyle," Genua said.

Since acquisition, the team has been working behind the scenes on building a news website and a functional and useful news portal.

Readers can find the platform at marinebusinessnews.com.au with businesses invited to submit news and information to newsroom@marinebusinessnews.com.au.

Industry members can subscribe to a weekly newsletter that will commence later this year.

NEW PARTNERSHIP FOR 2022 IUM WORLD CHAMPIONSHIP

Norway's Pål Virik Nilsen will join Tom Barry-Cotter in the cockpit of the Maritimo designed and constructed R30 XCAT for the 2022 UIM XCAT World Championship.

The pair have a strong track record, with both having competed in more than 40 races together and securing three Australian Offshore Superboat National Titles as well as bronze in the 2009 Class One European Championship. The team will also include Norwegian Lars Inge Graver, alongside Kurt Davies, Ross Willaton and Graham Fraser.

Tom Barry-Cotter said the additions will enhance the Maritimo Racing team with skill and knowledge.

"With an unprecedented amount of testing over the extended off-season, and such an already strong team, the addition of Pål and Lars takes us to another level in our push to defend our Championship Title in 2022," he said.

Nilsen said he is excited to experience the professionalism within Maritimo Racing again, especially after his recent tough offseason. "I was seriously ill with cancer just before the beginning of the pandemic, so the offseason for me, was a golden opportunity to recover and train the body to be ready for competition again," he said.

The 2022 race will resume for the first time since the beginning of the COVID-19 pandemic.

LUXURY CHARTER GROUP CENTRAL AGENT FOR MY AURORA

Navico has partnered with the E1 Series, the world's first electric powerboating championship.

The event is scheduled to kick off in early 2023, with up to 12 teams set to race on a tight, technical course reaching speeds of up to 50 knots (93km/h).

Knut Frostad, CEO of Navico, said the company is excited to be part of the development process towards designing and producing advanced electric race yachts.

"The electrification journey is quickly taking hold in the boating industry and we believe the E1 Series is a perfect platform to raise the bar around innovation and encourage action in marine conservation and sustainability," he said.

The E1 series unveiled its first full-sized model of the RaceBird electric powerboat at the Yacht Club de Monaco in Monte Carlo, Monaco.

The partnership is designed to create the world's first Union Internationale Motonautique (UIM) sanctioned electric powerboat racing championship, with competition held close to shore in urban areas.

EXHIBITOR APPLICATIONS FOR SCIBS 2022

The Sanctuary Cove International Boat Show (SCIBS) will return from 19–22 May 2022, with exhibitor applications now open.

New and returning exhibitors are encouraged to register by Tuesday 9 November 2021 to receive priority access to their preferred space.

Networking opportunities and exlusive events such as the Industry Trade Breakfast, the annual ASMEX Conference, International Business Lounge and other exhibitor functions will be available for exhibitors.

The event is the Southern Hemisphere's premier marine event, with this year's breaking records with 51,000 attendees and more than $250 million in commercial sales.

John Hasser, Mulpha Events General Manager, the owner-operator of SCIBS said there is unprecedented demand from exhibitors due to Australia's growing demand with boat ownership.

"We've been inundated with phone calls and enquiries from exhibitors ever since the 2021 Show ended, asking when they can sign up for next year," he said.

The event next year will see an improved layout, providing room for 25,000sqm for exhibitors to showcase and meet consumer demand, more premium inclusions and additional on-water undercover display space.

The Show's partner, Bentley Brisbane & Gold Coast returns for its 10th year, along with a number of luxury brands showcasing along the marina boulevard.

For added opulence, The Lagoon Lounge returns, offering a VIP experience with food and beverages overlooking the marina's superyachts and the Lagoon Pool.

SCIBS 2022 will be a family friendly event, with live entertainment, main stages, fishing competitions, educational sessions, children's entertainment and smorgasbord dining options throughout the precinct.

Tickets go live in early 2022 and for more information, visit sanctuarycoveboatshow.com.au.

NEW NORMAN R. WRIGHT & SONS VESSEL

Queensland based Norman R. Wright & Sons have launched *MV Tamoya* for the Great Barrier Reef Joint Field Management Program.

The 17m aluminium Patrol, Research and Infrastructure Support Catamaran is custom-designed and built and will service the Whitsundays and beyond from its homeport of Airlie Beach.

Tamoya will be used on patrol operations, dive support operations, marine infrastructure installation and maintenance and island park management, with the vessel demonstrating the ability of boating manufacturers to construct high quality commercial vessels.

The new vessel will operate independently for up to 10 days away from port with up to seven people onboard, at a range of 500NM at a cruising speed of 20 knots due to the twin MAN i6-850 engines.

Norman R. Wright & Sons were selected through a tender process to manage the design and construction, with the manufacturer also constructing the 24m Patrol Catamaran *Reef Resilience* for the same client.

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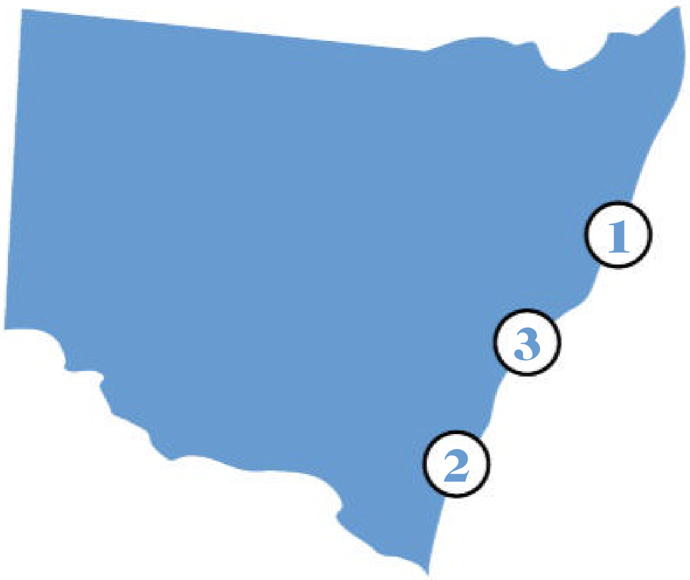

① NSW MID-NORTH COAST: Plentiful snapper

October delivered good numbers of snapper on the offshore reefs, particularly on soft-plastic lures and Flasher rigs worked through a burley trail. Pearl perch and Venus tuskfish will also take the Flasher rigs, particularly if you add a sweetener of squid on the hook. Paternoster rigs baited with squid strips or strips of slimy mackerel will usually provide you with a good box of tablefish.

Striped marlin are already being taken wide offshore, and it won't be long until we start seeing spotted and Spanish mackerel. Schools of mackerel tuna and bonito should now become more consistent, particularly over bait grounds and around headlands. Slow-trolling livebaits on these grounds should also produce kingfish of a good size.

PETE JOHNSON – PJ'S FISH 'N' OUTDOORS
E: SEADEVIL1@BIGPOND.COM

② NSW SOUTH COAST: Tuna frenzy

October delivered one of the most memorable months of game fishing since the 1980s! Not for nearly 40 years have we seen such a remarkable inshore run of yellowfin tuna — some of which came within striking distance of the rocks. Tuna from 30–70kg were seen in big surface bust-ups from Batemans Bay to Kiama, with the most off Jervis Bay. Casting stickbait surface lures to fish breaking on the surface produced the best success.

Some of these big yellowfin should still be around, and we now expect striped marlin in the mix offshore. In close along the deeper cliff edges, it is also worth a shot for a big yellowtail kingfish with a livebait.

GREG REID – PRO LURE AUSTRALIA
PROLUREAUSTRALIA.COM.AU

③ SYDNEY: Snapper and kings

Lockdown has been torture for many Sydney anglers, particularly because just to the south they've recently experienced the best run of big yellowfin tuna since the 1990s. The tuna have been firing for months, with trolled lures — and especially cast stickbaits — proving highly effective. Good catches of snapper have also been taken by fishing floating baits down a berley trail, or by casting soft-plastic lures and slowly bumping them across the inshore reefs.

The recent cooler water has hampered the start of our usual yellowtail kingfish season, however, with the water now warming up we have high hopes that the kings will kick into gear and provide challenging action over the pinnacles of inshore reefs.

AL MCGLASHAN
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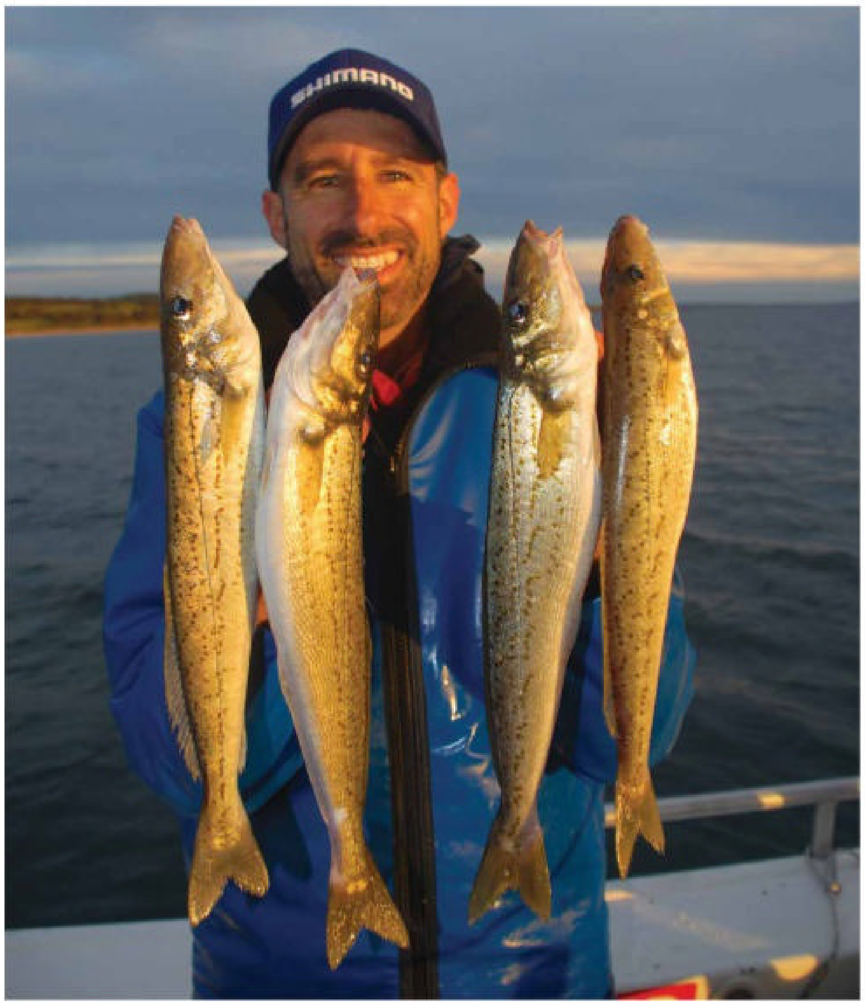
④ SOUTH AUSTRALIA: Whiting and squid

The past month has seen steady fishing for calamari in our Gulf waters and coastal bays, along with some nice King George whiting (as pictured). The whiting were still holding over traditional winter grounds throughout October, but should now be transitioning towards the hard-bottom grounds. Given October's challenging weather, offshore fishing was limited, although some nice nannygai (red snapper) and some lovely school sharks were active around the deeper reefs off the bottom of the Yorke and Eyre Peninsulas.

We should now experience some exciting yellowtail kingfish action up the top of the Gulfs, and we should start to see more garfish and snook moving into our fringing coastal waters throughout the State.

JAMIE CRAWFORD – SEAMASTER FISHING SUPPLIES
SEAMASTER.NET.AU



⑤ CAIRNS & PORT DOUGLAS: Giant marlin

It's all about heavy-tackle giant black marlin fishing at this time of year. From far and wide, these spectacular fish congregate along the outer edge of the coral reefs where the bottom drops off the continental shelf. Fish from 100kg–700kg and more are now arriving for their annual breeding season. Late afternoon is the hottest bite time, and an incoming tide is seeing the most action thus far. The weather is fantastic, and we are primed for this Formula One style of fishing.

This incredible action will continue throughout November, with the Linden Bank and Opal Ridge grounds likely to see marlin over 1000lb tagged and released for scientific research. It is undisputedly the best big marlin fishery in the world.

CAPT DAMIAN COLLETTE – SALTAIRE CHARTERS
FISHINGPORTDOUGLAS.COM.AU

⑥ GOLD & SUNSHINE COASTS: Heating up

The estuaries are running hot as proven by the recently completed Gold Coast Flathead Classic, which saw more than 5000 lure-caught flathead landed then measured and released over a three-day period. The largest was 94cm, which is a true crocodile! The inshore reefs delivered a crazy snapper season with lots of big fish, while further out on the 36- and 50-fathom grounds there were good numbers of pearl perch, kingfish and amberjack. Mangrove jacks are now smashing lures and baits, and summer whiting have well and truly begun along with the warmer weather.

The big flatties should hang around our estuaries until early December, while the mangrove jack, dolphinfish, and small black marlin will only improve as the water warms.

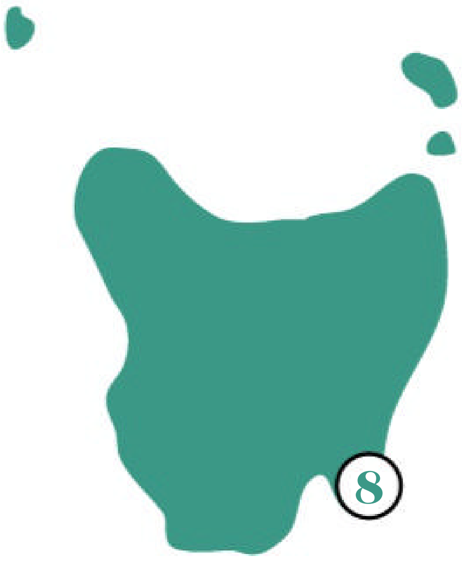
KEVIN BALLANTINE – GOLD COAST FISHING TACKLE
GOLDCOASTFISHINGTACKLE.COM.AU

⑦ VICTORIA: Snapper season

October was the beginning of the exciting Port Phillip Bay snapper season, which saw good numbers of fish moving into the shallow reefs off Black Rock, Sandringham and Altona. At this time of year you can even catch them from the shore, with snapper up to 6kg already landed. King George whiting and calamari have also been in good numbers off St Leonards and Rye.

Through November we expect the snapper fishing to improve, and we'll also see the spawning run of extra-large calamari on the shallow weedbeds at the opening to Port Phillip heads and surrounding areas. Offshore locations like Barwon Heads, Portsea, and Phillip Island should now be producing exceptional gummy shark fishing as well.

CAPT RICHARD ABELA – DREAMCATCHER II SPORTFISHING CHARTERS
PH: 0438 014 814



⑧ TASMANIA: Huge calamari squid

With the water temperature still relatively cold, early October is traditionally a quiet period for saltwater anglers in Tasmania. Many fish species are either inactive or not yet present in local waters. However, this year we have enjoyed exceptional catches of big calamari squid along the north and east coasts, including some with hood lengths of more than 50cm. There was also a surprise run of southern bluefin tuna around 100kg off Eaglehawk Neck, which were found feeding alongside the migrating humpback whales.

Throughout November we expect the fishing to ramp up on both the inshore and offshore grounds, particularly with the opening of the striped trumpeter season at the start of the month.

JONAH YICK – BLACK MAGIC TACKLE PRO TEAM
E: JONAHYICK@HOTMAIL.COM

INCREASED PERFORMANCE ON THE WATER

FJORD's new flagship, the 53XL, provides optimum customisation for any type of owner

Quick Specs

FJORD 53XL

PRICE POA
LENGTH 16.7m (54ft 9in)
BEAM 4.79m (15ft 9in)
DRAFT 1.37m (4ft 6in)
DISPLACEMENT 17.8t
SPEED 32 knots
(optional 34 knots)
ENGINE 2 x Volvo Penta IPS700
(optional 2 x Volvo Penta IPS800)
FUEL 2080L
WATER 390L
PASSENGERS 18
WEB fjordboats.com

The 53XL goes beyond imagination and, with an extensive list of equipment and smart configuration options, each vessel can be tailored to suit its owner perfectly.

Owners will enjoy the large windows in the hull, along with the variable interior layout, including a crew cabin and a tender garage under the sunpad in the stern.

Other than this, the 53XL has the largest deck area and biggest T-top ever designed by FJORD, which has an integrated sun awning that can be extended from the T-top to cover the sunpad at the rear. A large bathing platform serves as a base for water activities, with the ability to walk around all sides of the boat. Two well-equipped galley units and an extremely spacious cockpit also feature on the vessel.

The interior is fully fitted out as a dedicated crew cabin, with the master cabin and lobby forming an open, loft-like area. The futuristic helm station resembles a modern command centre and includes three ergonomic pilot seats for the driver and co-pilots to enjoy and also includes three 19in screens to view various functions and programs at the same time. Other technology onboard includes an Alphatronics smart TV system designed for maritime needs, a sound system with four pairs of speakers and wireless controls and MyFJORD Safety Cloud that enables real-time monitoring of the vessel.

Of the various crew cabin and upper deck layouts to choose from, owners can decide whether they prefer an additional co-pilot seat with galley module on port side, a pilot and co-pilot seat with L-shaped galley module on starboard side, or a storage area with hydraulic opening, sunpad and two foldable cockpit tables, with various other additions included in each layout. Therefore, buyers can set up their cabin and choose the interior that expresses their needs and style, whether this be polar, elegant, sporty chic or classic.

Interested buyers can check out the vessel with 3D configurations on the FJORD Boats website and figure out how they would like to compose their own, in terms of hull colour, material, deck layout, and much more.

FJORD
FJORD 53

DUFOUR

LOCAL REVIEW

Dufour 470

UNDER SAIL

The new offering from Dufour is set to make waves in Aussie waters

WORDS AND PICS **James Dumergue**

Hailing from La Rochelle, France's renowned yacht building region, Dufour shares a birthplace with many world-renowned yacht manufacturers. One in particular saw an opportunity outside its typical buyers' market to add value to the brand from their own experience and global success — embracing the DNA of Dufour's sailing pedigree and injecting liveability enhancements and advanced construction techniques, the Dufour 470 is a serious player in the production monohull market.

NEW DIRECTION

In 2018, Fountaine Pajot, renowned power and sailing multihull yard from La Rochelle, invested in Dufour Yachts. Since becoming involved, they've complemented the Dufour marque by adding manufacturing advancements, with injection moulded hulls and synergy of customer-focused support that reaches almost as far as owners ambitions.

DUFOUR
DUFOUR 470
DUFOUR

> **“The hulls are now injection moulded, with a much better combination of resin and fibreglass”**

THREE IN ONE

Dufour has been known in the last two decades for producing two lines — the cruising focused Grand Large line, and the racing focused Performance line. In recent years, the market has contracted in the racing area while expanding in the cruising and casual sailing market. There is demand for performance yachts, but buyers today have a focus that looks at the liveability and on anchor experience as seriously as the performance characteristics.

Since the 1960s, Dufour has taken an adaptive approach to the market, the first of the new breed revealed in 2020 continuing that versatility. This time three clear sailing types are catered to — Casual, Cruising and Racing. What’s different from before is they managed to do this from the one mould. The new 470, 530, and 61 all come in the three new offerings.

If they share the same hull, it begs the question of how they create a hull that offers solid stability for the casual sailing and possibly the charter market as well as satisfying the performance cruiser market?

The approach is a wide-body hull design with hard chines that’s lighter and more robust than in previous models. The hulls are now injection moulded, with a much better combination of resin and fibreglass, creating far less wasted fibreglass, a lighter weight, and higher strength. They are not the lightest yachts in the category, but they are built for longevity.

CLOCKWISE FROM LEFT The 470 has great sail control and sail configuration options; It is built for longevity; The Dufour 470 is a monohull yacht; The side deck can bypass the cockpit

At 15ft 5in, the generous beam does not translate to a sticky, slow hull at all. A great deal of that beam is above the waterline, and there has been an effort to reduce the wetted surface area in other ways — lifting the transom out of the water has reduced the wetted surface, as has the use of hard chines, which also reduce the angle of the heel and improve stability.

It feels like a balanced sailing experience with more tolerance during gusts. The advantage of the hard-chine design is that it increases the buoyancy right at the location point of the heeling. The single rudder remained immersed in clear water forward with less chance of exposing itself and losing grip in the disturbed water near the transom. As the wind increased and the load on the single rudder increased, it held firm. The yacht is way less inclined to round up and is way more lenient on the helm when the gusts come along, which allowed us to get away from having to reduce the sail area. The directional lines of the pronounced chine also offer a better tracking experience.

They've done an excellent job of building a platform that is very forgiving to sudden gusts, which keeps the adrenaline levels down in the Easy Package, while allowing the Performance Package to carry more sail further up the wind range for consistently faster speeds.

THE DIFFERENCES

Above the gunnels is where you see the differences between the three 470s — the main ones are in sail control and sail configuration. Recognising that not everyone wants to explore beyond the horizon, Dufour created the Easy Package, which keeps it simple and easy to do short-handed, with little impact on the cockpit by the sailing. It's configured for people who like sailing but don't have to do it in a hurry or flurry. They've named it the Easy Package for a reason, as in-mast furling and a self-tacking jib on a track will mean you'll get out more often with less reliance on others — a perfect way to share or introduce sailing to novice crew.

Today's test yacht is Ocean Package. If the easy package is almost like sailing an automatic, the ocean package is like sailing a manual SUV with some low down grunt. Dividing sailing roles into three stations gives the coastal and ocean cruising market more control and options. Instead of running it all back to the helm as in the Easy Package, the Ocean Package splits it with lines running back to either side of the companionway. Mounted on either side of the companion are T50 winches. One powered winch helps with the halyards reefing lines and operating the German Mainsheet system running on a traveller forward of the dodger. On each side of the cockpit are two more sets of winches, one controllable in front of the helm and one from the helm position.

CLOCKWISE FROM ABOVE T50 winches are either side of the companion and the cockpit; The yacht is lenient on the helm when guests come along; With the Easy Package, sailing is simple when short-handed; A simple angled pedestal helms make sailing easier

> **“Gusting to around 16–18 knot range, what stood out was it maintained composure and didn’t feel overpowered”**

Upping the sail choices on the test boat are genoa tracks and cars with deck hardware to run the asymmetrical spinnaker. Once you step up to the performance package, you’re getting something pretty slick looking. The sleek exterior design adds the back anodised aluminium mast, boom, standing rigging, running back-stay and stanchions, plus a composite wheel at each helm. For performance, larger powered winches for the Genoa and Spinnaker sheets deal better with the increased loads, and a single point mounts the main sheet on the cockpit floor in place of the cockpit table on the ocean version. Sails are upgradable too, and the incremental performance enhancements can put your nose in front when it counts and your feet up in style when you’re there.

CLOCKWISE FROM ABOVE A central chart plotter is viewable from both helms; Sails are upgradable; Great views ahead from the gap between the two biminis

SAILING THE 470 OCEAN

The sails were raised as we cleared the channel out from Royal Queensland Yacht Squadron and headed into Moreton Bay. The wind's start off around 12–14 knots. We awaken the main from the lazy bag that houses it, and we unfurl the self-tacking jib. The sheets and halyards, all getting a stretch as we tune the sails and settle into our first run, about 40 degrees off the wind.

The single rudder set forward of the well-rockered transom, combined with the mast positioning and the keel, resulting in impressive tracking, and the heel is consistently stable. Gusting to around 16–18 knot range, what stood out was it maintained composure and didn't feel overpowered and even without the complete tune-up, we were sailing in the 6.5–7.5 knot range with ease.

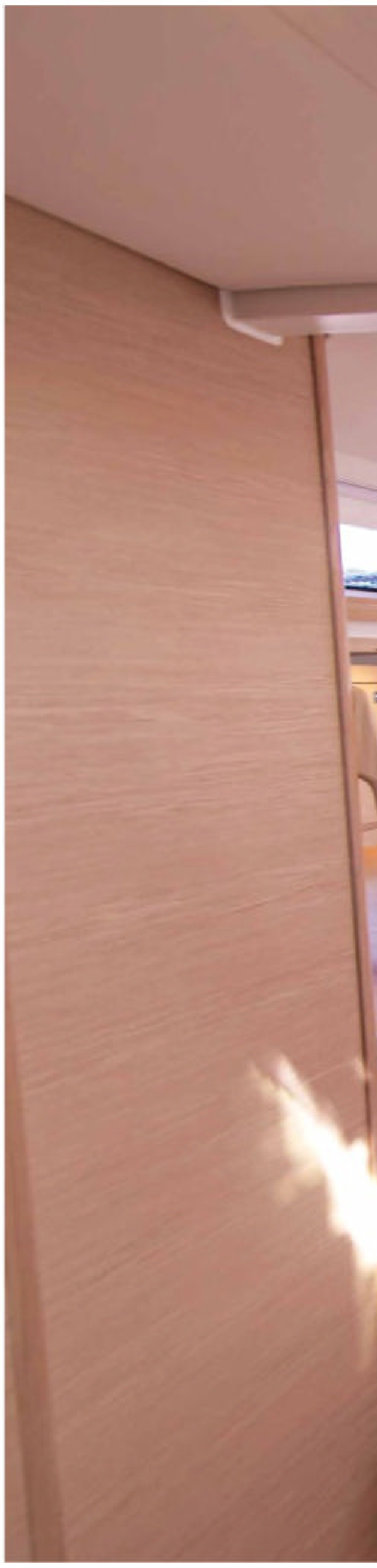
The simple angled pedestal helms have most of the instrumentation on the starboard helm, a central chart plotter installed below the cockpit table and is viewable from both helms. A gap between the two biminis gives a good view of the main from the helm, but it also provides welcome headspace to pass through to the side deck from the cockpit. Flush skylights and deck hatches make moving forward on the expansive side decks uncomplicated. The uncluttered space at the bow for anchoring duties also conceals a huge storage locker for the deflated tender, outboard and more. The decent deck beam forward provides a usable space to throw up a shade at anchor and enjoy the breeze on the foredeck.

When it's time to drop the hook, the new design from Dufour has another personality and effortlessly transforms into the holiday unit over the water. Over on the port helm, there are two subtle buttons and four drink holders. Once at anchor, you realise what they are for — and it's not a couple of light switches and provision for an exceptionally thirsty port helm's person. The buttons raise and lower the swim platform, the port transom seat lifts provide wide-open access. Lifting the middle transom seat forward reveals the outdoor cooking station with a barbeque hot plate, bench space and sink for potentially one of the shortest hook to cook journeys your fresh catch could have. Dufour has worked out that the port helm is the most social position of the cockpit. It catches the breeze and connects with the transom, the cockpit and the side decks forward, and that's why it deserves so many drinks holders.

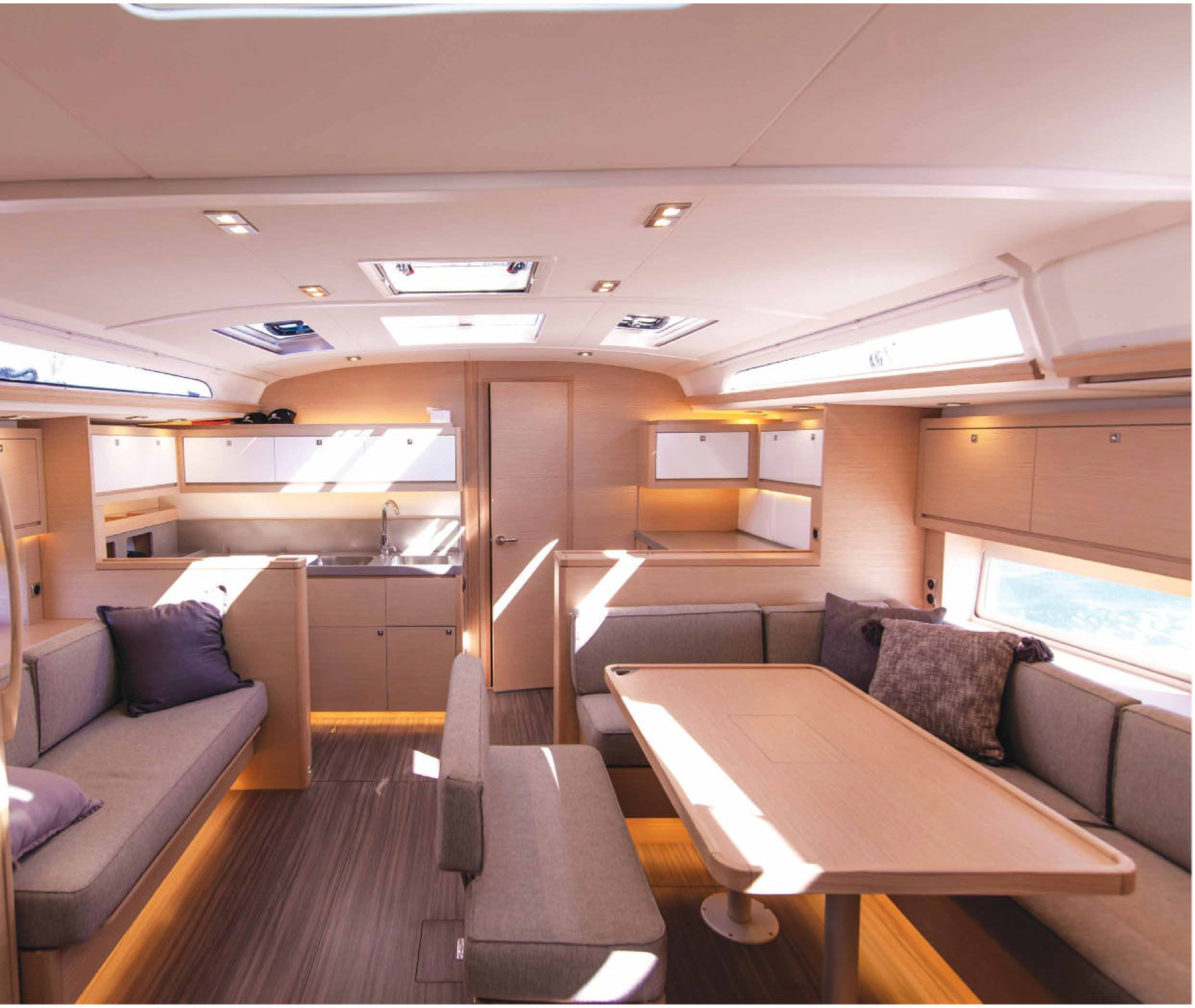
The large cockpit table seats eight to ten people. Even with just the starboard side of the table raised, there's dining space for at least four people with casual seating opposite and unobstructed access down below. Central drink holders, an ice chest in the centre of the table for entertaining and a weather-sealed USB charging point below the table complete the modern cockpit setup.

The beam of the boat is striking as you go below. To starboard, the four-sided dining booth doesn't impede past the centre line leaving an open flat floor space that suits casual moving about an entertaining area that is much more open and usable with the reduction of obstructions. A casual two-person settee/lounge to port creates a spacious open plan feel with a great sightline to the water through the hull window, plus it's a great companion lounge to the galley.

CLOCKWISE FROM RIGHT A four-sided dining booth doesn't impede on space; This two-person settee is a great place to take in the views; Gas cooktop, oven and sink are on the port side; The owner's cabin can be found forward down below



The breath of fresh air in the design below is the galley forward, effectively spanning the entire beam forward of the saloon. What this creates is tranquillity for the galley. It's gone from typically being the busiest intersection of the boat to having only one thoroughfare to the owner's cabin forward. The cabin door forward splits the galley into two sides, cooking and washing up to port and a food prep and drinks station to starboard. Equipment on the port side includes a gas cooktop and oven on a gimbal and a deep sink. To starboard, multifunction fridge/ freezer drawers, wine bottle storage and plenty of overhead locker storage allow the sorting, prepping and entertaining duties to happen away from the hot and wet side of the galley.



Facts & Figures

MAKE & MODEL
Dufour 470 — Ocean Package

PRICED FROM
€254,000 (approx.. AUD$395,850)

OPTIONS FITTED
OCEAN VERSION
Millenium Ambiance
Retractable bow thruster
Comfort Pack
Adventure Pack
Electronic Sailing Pack
Electronic Cruising Pack
Adjustable Genoa Tracks and Cars
Electric Winch x 1
Twin Zone Bimini
Main Mooring Kit
Retractable Davits
Extra Grey Saloon Cushions
Extra refrigerator
Extra Toilet fwd stb
Packing and Transport Prep

PRICE AS TESTED
€378,280 (approx. AUD$766,842 incl costs)

GENERAL
LOA 14.85m (48ft 9in)
MAX BEAM 4.74m (15ft 6in)
DRAFT 2.25m (7ft 5in)
DISPLACEMENT 13,200kg
MAIN SAIL 107m^2
GENOA 50m^2

ENGINE
ENGINE 60hp Volvo with sail drive 3 blade folding Propellor

MANUFACTURED BY/
DUFOUR

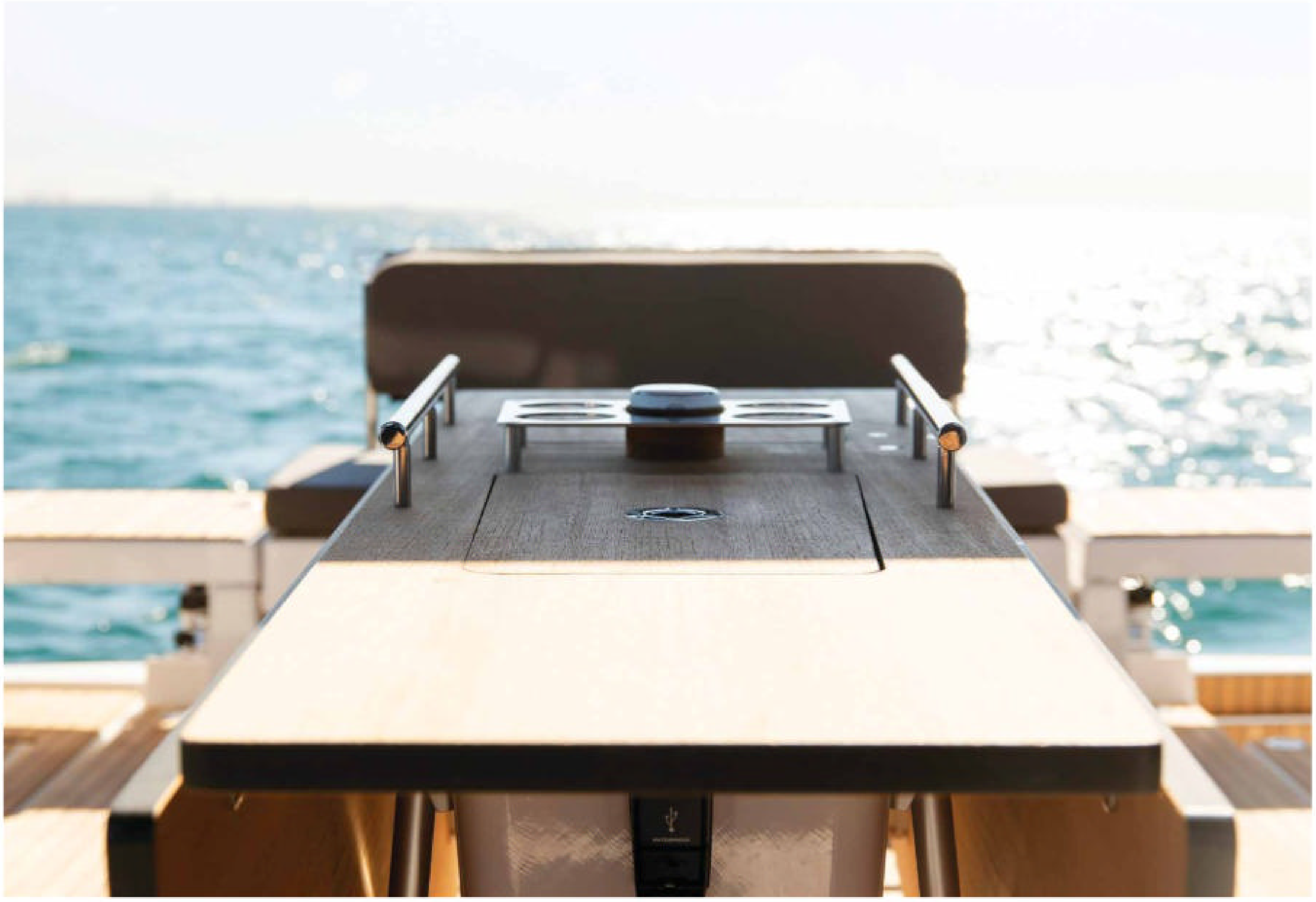
SUPPLIED BY
THE YACHT SAILS CO
1/173–175 Brisbane Rd, Mooloolaba,
QLD 4557
PH 07 5452 5164
W yachtsalesco.aom

CLOCKWISE FROM RIGHT The port helm is the most social position from the cockpit; There is plenty of overhead storage; The interior is filled with light wood cabinetry; Identical guest cabins are found port and starboard aft of the saloon

Carrying the volume forward above the waterline of the main cabin creates a very liveable arrangement, with a separate toilet to starboard just inside the cabin door and a separate shower to port. In between and drenched in natural light is a very lovely king-sized island berth with enough space on either side to have an easy time getting in and out of bed. Much like the saloon, many facets of the cabin benefit from the light and airy feel from the glazed overhead deck skylights, two opening deck hatches and hull windows perfect for looking out from the bed. The light, wood cabinetry mixed with white panelling creates a remarkably open and immersive connection with the sky above and the water below.

Guest accommodations are identical cabins port and starboard aft of the saloon, except for some headroom in the starboard cabin over the bed. On the port side, they share the second bathroom with a separate shower. The size is good, and the storage is decent for long term usage. This layout makes the most of the liveability below, but there are more options for more cabins and different configurations to suit all sorts of uses.

CLOCKWISE FROM RIGHT The two subtle buttons here raise and lower the swim platform; Touch screen controls on the chart plotter for with navigation, charting and radar; The three sailing options will suit a variety of owners



About the author

JAMES DUMERGUE

James got his sailing start young, learning the ropes on a P Class at just six years of age. Since then, he has captained both catamarans ranging from 56–82ft and monohulls up to 92 feet out of Europe and the Caribbean. He's also worked as a chef on US and Caribbean superyachts, along with stints as a divemaster in the Caribbean and New Zealand's Bay of Islands. Along the way, he has tried his hand at roles outside the maritime world, such as managing boutique hotels and as a private island manager, but even during those times he was never far from the sea, and always inevitably returned.

James can even brag of a trans-Atlantic crossing made with his pregnant partner, just before the birth of their first child in the Caribbean; another generation born with sea salt in their blood, just like Mum and Dad.

Beginning in 2013, James worked in the marketing side of the marine industry, based on the Gold Coast. That role allowed him a valuable insight into the client side of the industry, up until 2019 when he changed tack again to offer his services as a photographer, videographer and writer focusing on the world of boating. Since 2014, James has been putting his wide and varied experience to good use, bringing readers of *Trade-a-Boat* magazine authoritative reviews, mainly on the latest in power boats.

THE WRAP

The Dufour 470 is a solid platform to offer three sailing options and multiple configurations below. Under the Fountaine Pajot umbrella, the brand is flourishing internationally and domestically. There is such confidence in the brand that the Australiasian Dealers Yacht Sales Co (the sister company of Multihull Solutions) has secured 17 yachts for delivery in 2022 and 2023. Nine of these are Dufour 470s. Brand manager for the region Bob Vinks knows owners of Dufour yachts will benefit from the vast network of support available through the long-established network built over the years by Fountaine Pajot's dealers in Australasia.

Expect to see more Dufour in the future.

FEATURE

Atlantic Yachtmaster

BECOMING MASTER OF THE SEAS

The art of Yachtmaster was a long voyage, the culmination of which was 24 hours at sea under the stern eye of a former Royal Navy Captain, recalls Kevin Green

WORDS **Kevin Green** PICS **Kevin Green and Supplied**

> **“It would be thousands of coastal and ocean miles before I was ready for the big one: Yachtmaster Offshore certification”**

The Rival 34 was an old fashioned, long-keeled yacht, with inherent quirks, yet to pass my Yachtmaster exam I'd have to master all of them. Years before, I'd sailed one around the Solent in England during a cold wintry week in November and recalled a tense tacking manoeuvre up Wootton Creek on the Isle of Wight and putting her hard aground. These are heavy boats that carry a lot of momentum, so I wedged most of her 34 feet deep in the creek mud — I then had to work her off. Another challenge was the dual high tides in the Solent and various contrary inshore currents.

Grasping these anomalies and other antics was part of an exam for my RYA Coastal Skipper's ticket. It was done with the sailing school that was run by the legendary John Goode. The ex-merchant mariner's writings on navigation and boat handling I'd followed for many years as a ticket-less wannabe sailor. It would be thousands of coastal and ocean miles before I was ready for the big one: Yachtmaster Offshore certification.

By then, I was living in the south of Spain and yachting year-round from the Bay of Gibraltar, which was a global hub for sailors. Regatta racing was a big part of the scene, so was a good way to test my skills and experience on various kinds of yachts — Pristine Nautor Swans, heavily built Hallberg-Rassys and nimble J-Boats, plus many ordinary production yachts that flocked from northern Europe to escape the harsh winters. I particularly enjoyed regularly borrowing a Sadler 26 — a solid design by the brilliant Jeremy Rogers of Contessa fame. Rogers' yard had built about 800 Contessa 32s, including one that survived the carnage of the 1979 Fastnet, when 18 drowned.

My wife and I would jump aboard it and leave Europe, bound for Africa. A mere 10 miles away, once we'd dodged the myriad ships on one of the world's busiest shipping lanes, was the Strait of Gibraltar. During one memorable crossing, I went below to the head, leaving my dearest on the helm. Returning from the head, I noticed the view from the saloon window was all grey, which perplexed me, so I darted topside to see a large container ship idling to starboard. Staring at my helmswoman, she blurted out, “Well, we have right of way, dammit!” So, collision regulations were another learning process.

SAIL AND DELIVER

Along the Mediterranean and the burgeoning Costa Del Sol, marinas were packed with yachts in the 1990s and many of them required delivery crew as owners moved between regions and islands. I remember a bouncy new Bavaria delivery in growing swells as its spade rudder struggled to grip while we pushed it hard past the grand city of Valencia. It was a salutary lesson in learning the difference between light displacement fin keelers and more substantial boats such as that solid Sadler 26 that I skippered. Sailing alone and the occasional solo race taught me a whole new concept of yachting: reef early, balancing the trim precisely and of course, safety. Solo spinnaker handling was perhaps the toughest skill learnt in those single-handed voyages, which tested my speed and agility, especially on my small yacht.

DINGHY RACING

The ultimate test of speed and agility was the dinghy racing scene which I was heavily involved in as Race Officer of our club in Gibraltar. Racing two man and solo dinghies honed so many skills. One highlight was competing internationally in the Laser Class which was an incredible experience, but my favourite boat was my own Albacore two man dinghy. Our fleet of 12 ran hotly contested races throughout the year. Most daunting was one winter race which required us to go offshore in these 14-foot dinghies: the Brewhawk Race.

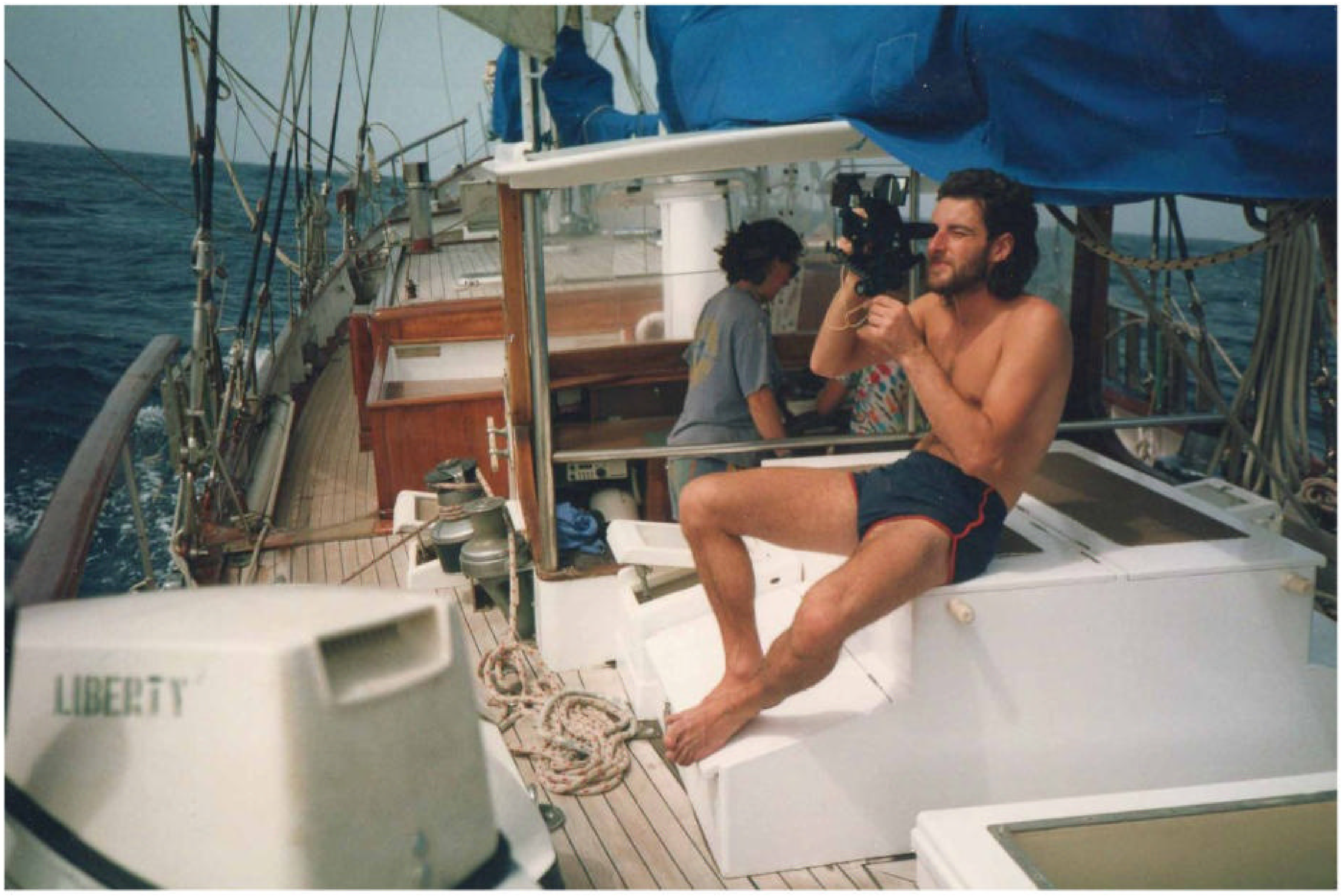
CLOCKWISE FROM ABOVE Working as delivery crew on racing yachts provided good experience; Running west along the Strait of Gibraltar during my exam; Working on different sized yachts led to developing many different skills; As a qualified Yachtmaster, you get to enjoy chartering yachts to tropical destinations like New Caledonia

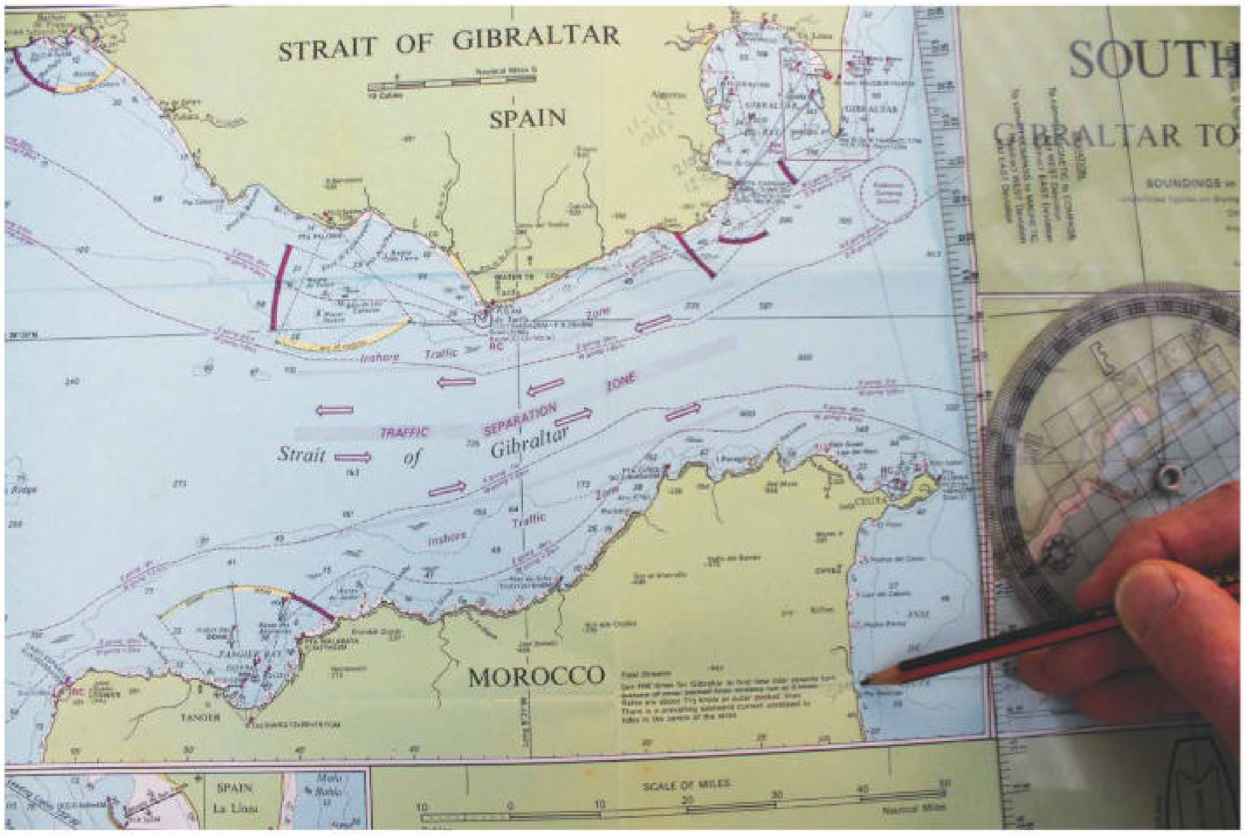
It ran on New Year's Day, so the wintertime Gibraltar Strait guaranteed a bumpy ride as we raced to the offshore mark. One memorable year, bad weather caused my wife and crewmate to decline, so I press-ganged a friend with limited sailing experience. Ensuring he was fully clad in oilskins and lifejacket, we beat towards the mouth of Gibraltar Bay, the lightweight *Albacore* gaily climbing the swells until we tacked then ran for home. With too much wind for even the chicken chute, our smallest, we sped across the swells with poled-out jib. But as the water shallowed, so the swells grew, while our speed surged from the wind bouncing off the Rock of Gibraltar. Down one swell we sped, but at its bottom, continued our downward trajectory, spearing right into the leading wave, instantly engulfing most of the *Albacore*.

Thankfully, the buoyancy tanks held, despite us capsizing. My red-haired crewman, Sean, and his bright orange oilskins looked luminous against the cloudy sky as he flailed. I shouted and instructed him on how to swim ahead to point the bow into the wind, then gather the mainsheet and haul on it while pulling on the centreboard with his feet. He was tiring and swearing as only an angry Glaswegian could do but eventually, the *Albacore* obliged and rolled back up, while I skipped back in from the upturned hull as it did so. Underway again, I was relieved and my crewmate was safe, if shivering a lot. Then he turned to me and just stared before a mouthful of expletives erupted. "You bastard, you're not even f***ing wet!!"

So, the voyage to reaching Yachtmaster experience was long, winding and sometimes fun. Now it came down to 24 hours at sea to get the coveted ticket that would give me global credentials and insurance certification for professional skipper work with charter companies and most of all, validation of my abilities.

CLOCKWISE FROM LEFT Solo racing is the ultimate test of skills, and is often challenging; Studying for the classroom theory exam, the first past of the Yachtmaster ticket; A busy port like Tanger Harbour, Morocco, was on the cards initially; Taking a sun sight mid-day in the mid-Atlantic





NORTH AFRICA EXAMINATION

My exam preparation had been extensive and required gaining several certificates. The most involved one was the Yachtmaster theory examination pass; done in classroom conditions and covering meteorology, tides, position fixing, passage planning, collision regulations and more. It was a comprehensive way of checking your readiness for the practical exam. Other certificates gained included a VHF radio certification and first aid course completion. However, theory and practice are two very different things, so being under pressure at sea was the ultimate test for an aspiring Yachtmaster Offshore, to give its full title. The sea exam has to be conducted in tidal waters, so the week before the exam, the local sailing school had put me through my paces around the busy Gibraltar Strait. We did man overboard drills, close quarters manoeuvring and offshore passage making. Two of the trainees from that course agreed to be my crew during the exam, which was ideal because after a few days, we knew each other fairly well.

Before the arrival of the examiner at the dock, I had the crew tidy the old Rival 34, coiling sheets so the former Royal Naval officer and now examiner would get the right impression. His arrival, rather flustered after his flight out from the UK to Spain, transmitted a nervous tension to us as he marched around checking everything was shipshape and in Bristol fashion, including that the fenders were just the right height against the marina pontoon. Then, the inquisition began.

In the saloon, my logbook was produced, covering about 10 years of sailing and every entry was thoroughly quizzed including the credentials of those signing each entry off. Even though I clearly marked my status for each entry (crew, engineer, deckhand, mate or skipper) this was thoroughly verified by questioning. Seeing the written account for my junior ticket (Coastal Skipper) was done with the Southern Sailing School on the Solent, brought a nod of approval from the examiner. My Atlantic crossing as engineer on a large yacht was also questioned and I was asked to describe my technique for celestial navigation (because inshore a sextant can be used for distance-off fixing).

Then, a discussion followed about the plan for the exam and how the weather would affect it. In preparation, I had done passage plans for all the ports nearby; so, those in west Spanish waters and North Africa but not the waters to the east, in the non-tidal Mediterranean. Comprising chartwork, tides, and local pilotage preparation, the passage plan is a basic idea of what you will do and should include secondary ports of refuge. Finally, a weather discussion concluded, with a passage plan would take us east with the wind out to the Atlantic and the following day run back with the forecast westerly. Declaring that he'd never been to North Africa, the examiner asked me to sail him to the Moroccan port of Tangier, a really hectic port to approach, so I took a deep breath at that stage.

MAN OVERBOARD

Leaving the dock went smoothly because I'd moored the boat with the bow pointing out and in a place where the wind from the Rock of Gibraltar was blowing me off the quay. The Rival 34's long keel meant going astern could be fraught, so was something to avoid if possible. At sea, after pointing the bows into the wind, I had the crew hoist the mainsail and jib before setting off west. We were heading past the ferry port of Algerciras, where my examiner quizzed me on collision regulations as fast

Australian Qualifications

Sail training courses are available from Australian Sailing (AS) and international courses from the Royal Yachting Association (RYA). Courses are available for yachts and dinghies. Those seeking local skills could begin with AS Start courses which are a series of 12-hour training programs.

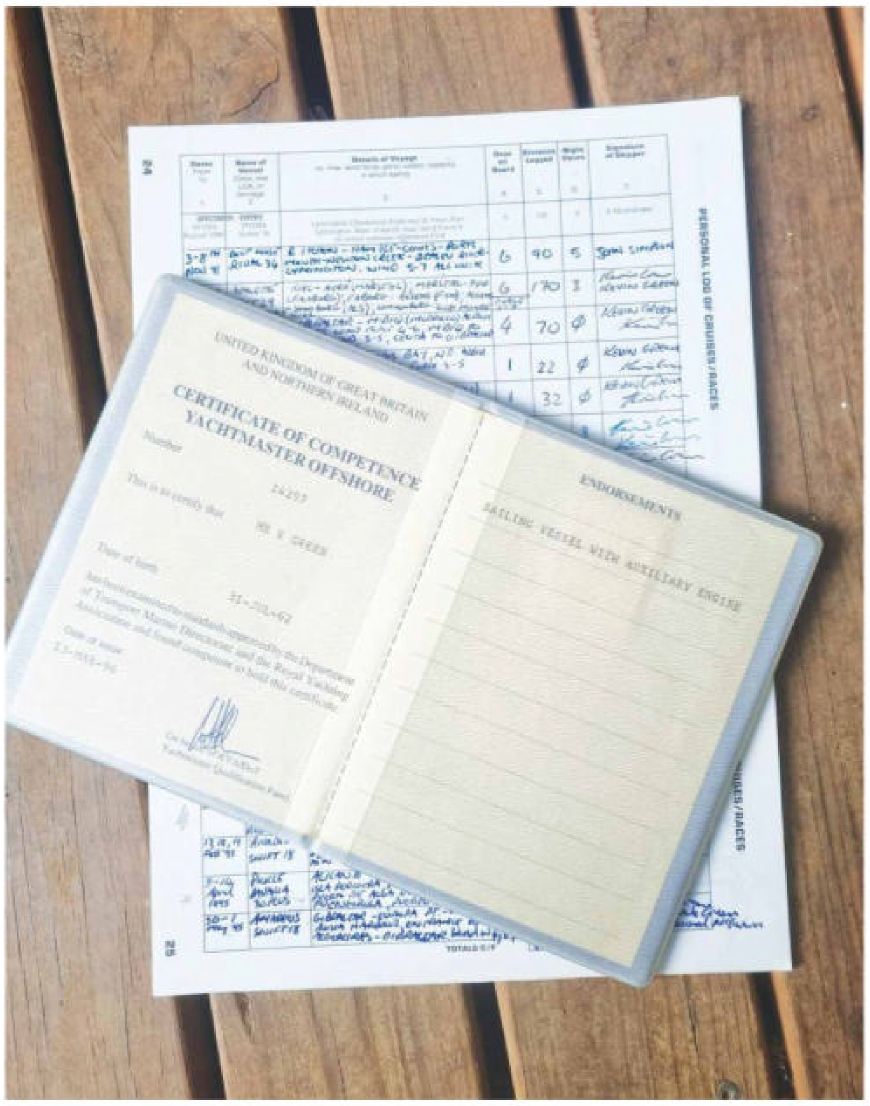
For yachts, these are Start Crewing, Start Helming, Start Skippering and Start Racing.

Sailors who aspire to charter overseas should consider completing the RYA courses that include Day Skipper, Coastal Skipper and the highest, Yachtmaster, which is also is a first step for those considering working professionally in the industry. Achieving the higher certificates requires substantial experience. For instance, the bare minimum for Yachtmaster Offshore is 50 days sailing with five as skipper and 2500 miles voyaged. However, much more is ideally needed to allow for the many different scenarios that give breadth and depth of experience. Sailing schools will guide you through this process and are listed through the Australian Sailing website.

Class based exams as well as the practical part are also necessary. Recently, the RYA has collaborated with electronic chart company, Navionics, to develop new resources for teaching electronic navigation in the classroom. Another qualification for international sailors, often used for insurance purposes, is the International Certificate of Competence (ICC). Countries vary in their requirements. For example, some European nations require you to have some sort of certification. The ICC is accepted in nations which have signed a specific UN Resolution but until March 2011, this was unavailable to Australian Citizens and Permanent Residents.

INFORMATION
sailing.org.au
discoversailing.org.au
rya.org.uk

Bluenose
OF
SOUTHAMPTON


PERSONAL LOG OF CRUISES/RACES

UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND
CERTIFICATE OF COMPETENCE
YACHTMASTER OFFSHORE
Number
This is to certify that
MR S GREEN
Date of birth
31-JUL-62
Date of issue

ENDORSEMENTS
SAILING VESSEL WITH AUXILIARY ENGINE

CLOCKWISE FROM ABOVE In the process of gaining the Coastal Skippers ticket in the Solent, England; Tarifa Port is one of the windiest in the world, which had to be factored in; A fully detailed logbook is essential when working towards the Yachmaster certification

> **“Afterwards, the examiner and crew enjoyed our meal of seafood tapas before we climbed into the bunks for the night”**

ferries sped by and lumbering tankers manoeuvred. Once clear, I gave the helm to a crewmate and went below to fix our position for the run down the Strait, using my Breton Plotter to plot some transits taken by the hand bearing compass. The ventura affect means the winds in the Strait make it Europe's windiest region, but the forecast was for light to medium winds, so I didn't consider reefing the mainsail. However, we were running square to stay in the traffic separation lane so I had the crew pole out the genoa; while worrying that this was going to be a handicap for quick sail trimming.

Sure enough, as we bowled along at eight knots, the cry came from the examiner — “man overboard!” Taking the helm from my crewmate, I instructed him to point at the MOB (a bucket with a fender that the examiner had suddenly tossed overboard). At the wheel, I directed the other crew to douse the headsail before I put us on a broad reach to sail four boat lengths before tacking to return on a close reach. Wind against tide meant this was a tricky manoeuvre so I was thankful for the deep keel and heavy displacement Rival 34 that steadily bashed to windward, allowing a crewmate to grab the MOB.

HOME STRAIT

With a sigh of relief all round, we continued sailing west. As I was preparing my angle of approach to cross the Strait to North Africa and working the tide calculations, the examiner told me he'd changed his mind. He now wanted to eat some Spanish tappas, so where would I suggest? Pointing out our nearest Spanish port, at the Atlantic end of the Strait at Tarifa, I went below to prepare a passage plan. This involved noting approach markers, tidal heights and mooring details. All good, except for the mooring which, with the easterly wind, would pin us against the quay, and I couldn't assume the following day's wind would be different. So, I planned a manoeuvre learned during my commercial fishing days. I prepared to use a side-rope — dropping a kedge anchor to windward so that we could pull our bow off up departure. The kedge and the rest of the mooring in the small port went to plan, including tying-off with spring lines. Afterwards, the examiner and crew enjoyed our meal of seafood tappas before we climbed into the bunks for the night.

At sea next day, the blind navigation didn't go so well. Holed-up in the saloon using the compass, depth sounder and chart, I was asked to navigate around the entrance to Gibraltar Bay. However, I got flustered when my depth sounder readings weren't matching the chart contours so I reasoned with the examiner that the sounder was playing-up and could I ask a crew for a lead line. He replied only with a shake of the head and snort. This kept me on edge for a while until I relaxed as we tacked across the bay and regained my bearings. We then finished with me doing slow handling in the confines of the marina.

Later, nervously sitting through the debrief in the saloon with the examiner, we covered the events of the exam and it gradually dawned on me that I had done enough to impress him. With that, I voyaged from ticket-less wannabe, to a ticketed-wannabe, with plenty more to learn about the sea and boats; but that's another story.

TOP TO BOTTOM Many more destinations are within reach with the Yachmaster ticket; Gibraltar see yachts arriving from everywhere in the world

QMC
Queensland Marine Centre

BOSTON WHALER

THE UNSINKABLE LEGEND

Boston Whaler 380 Realm

Specifications:

QUAD 300HP JOYSTICK CONTROLLED MERCURY V8'S
RANGE 300+ Miles @ 35mph
TOP SPEED 57mph
L.O.A. 38' (11.89 m)
BEAM 11' 8" (3.56 m)
DRAFT 29"(0.74 m)
WET WEIGHT (With quad engines, full liquids)
23,500 lbs. (10,659.4 kg)
PERSONS CAPACITY 16
DEADRISE AT TRANSOM 23º
FUEL CAPACITY 445 gallons (1,684.5 L)
WATER CAPACITY 55 gallons (208.2 L)
BRIDGE CLEARANCE (with top and radar) 10' 5" (3.175m)

Featuring:

- Quad 300hp Joystick Controlled Mercury V8's with Skyhook.
- Air Conditioned Cabin & Cockpit with Diesel Generator.
- Convenient cockpit prep centre includes grill and fridge.
- Massive under-seat cockpit storage holds days' worth of chilled beverages.
- Nested wind-break door in full windshield provides protection as well as easy bow access.
- Options including a bow sunshade, table and sun pad filler cushion increase the bow's versitility.
- Huge, state-of-the-art helm station accomodates Dual 16" Raymarine display screens.
- Easy access via starboard boarding steps.
- Cabin features fully enclosed head with shower, galley, entertainment centre and convertible V-berth for overnight stays.
- Variable running surface hull ensures a smooth ride for long-distance journeys and all-day cruising.

Contact Queensland Marine Centre, Gold Coast
Tel. 07 5519 9035 | **E-mail:** sales@qmc.com.au | www.qmc.com.au

LIFESTYLE OF YOUR CHOOSING

The Azimut 68 is the yacht builder's newest addition to the Flybridge Collection, bringing innovation and customisation to new heights

Producing vessels since 1969, Azimut Yachts has increased its technological and production capacities, now having a presence in 80 countries worldwide. Its newest model in the Flybridge Collection, the Azimut 68, reveals the manufacturer's innovation advances and — with the increase of local travel — Azimut has tapped into the desire for individual preferences and customisations for boats, designing the Azimut 68 to place the owner at the helm of the process to choose the way they desire to live onboard and use the vessel. The new model has three possible main deck configurations for customers to choose from, plus a multifunctional area — each with a particular lifestyle in mind.

These include the Lanterna, the enclosed galley layout, which has an elegant living area located by the main deck entrance, with the galley tucked away behind a rubbed wood and plexiglass surface. While closed off to create privacy, light still flows through the entire space to create a luminous and spacious environment. The open galley layout is more convivial, with the galley in a discreet location towards the bow but opening directly into the dining area, which can also be converted into a second lounge. For a less formal arrangement, the aft galley layout caters more to an outdoor social area, while still serving indoors, but keeps the cook connected the entire time. This option has a more relaxed flow, as the dining area is found immediately across from the galley as you enter from the cockpit, which leads to the living area forward.

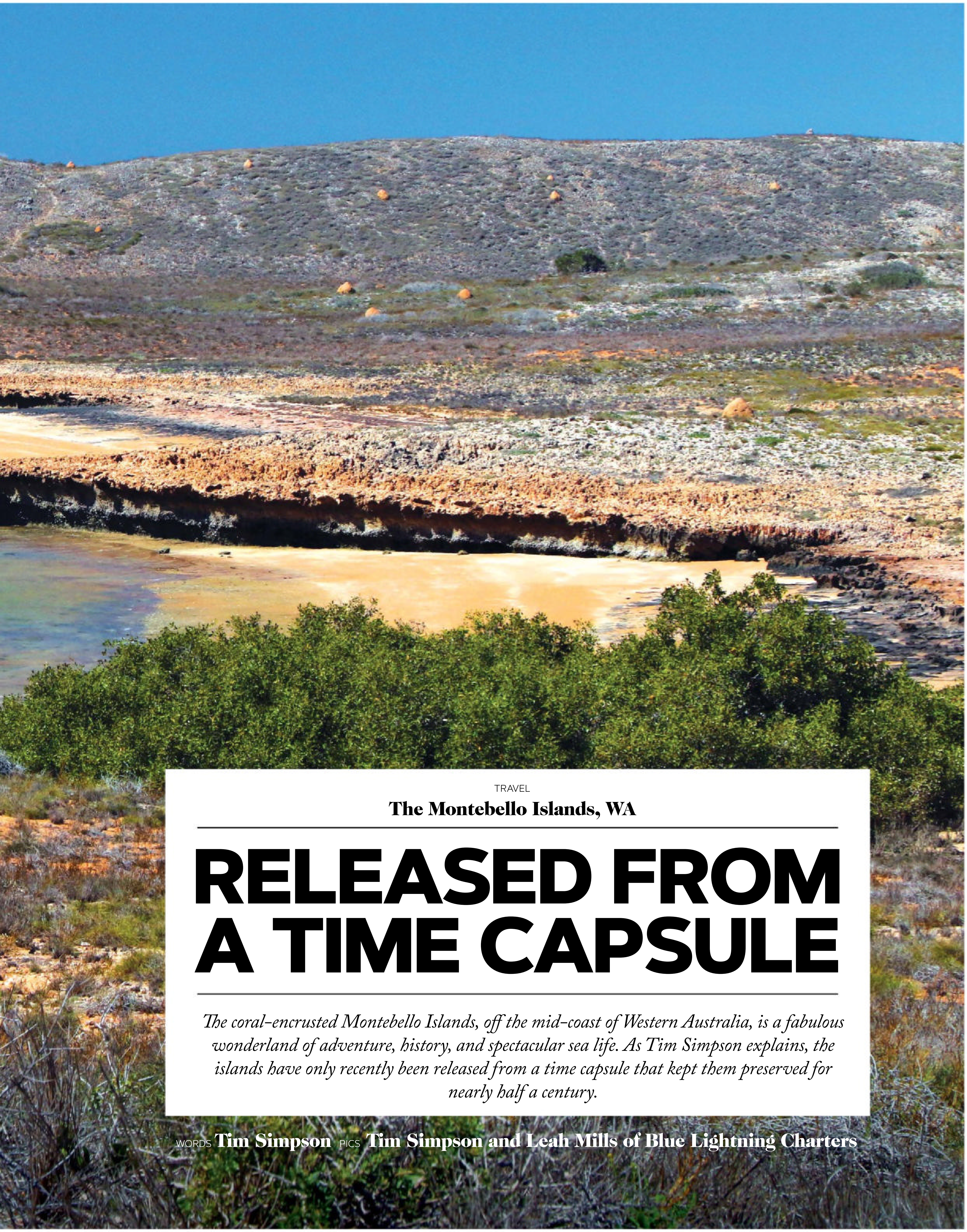
While producing three separate layouts for owners to choose from, Azimut has kept the beauty and tasteful design throughout. Exterior designer, Alberto Mancini, has created a design that sculpts the surfacing to achieve a sporty and modern design, but still models the same sleek and streamlined style with clean lines that Azimut's yachts are known for. The Azimut 68 accommodates up to eight guests with four cabins and three bathrooms below deck, as well as one or two crew members in a separate area.

The yacht has a low centre of gravity due to the use of carbon fibre in the upper parts, including the superstructure, hard top and part of the deck, which also increases stability and cruising comfort up to speeds of 32 knots. This speed is carried along by twin Volvo IPS 1350 engines, making the Azimut 68 a cruisy vessel for any keen boat enthusiast.

Quick Specs

AZIMUT 68

PRICE POA
LENGTH 20.98m (68ft 10in)
BEAM 5.23m (17ft 2in)
DRAFT 1.6m (5ft 3in)
ENGINE 2 x Volvo IPS 1350 (1000hp)
FUEL CAPACITY 3700L
WATER CAPACITY 1000L
BERTHS 8 + 2 crew
MAXIMUM SPEED 32kt
WEB azimutyachts.com



TRAVEL

The Montebello Islands, WA

RELEASED FROM A TIME CAPSULE

The coral-encrusted Montebello Islands, off the mid-coast of Western Australia, is a fabulous wonderland of adventure, history, and spectacular sea life. As Tim Simpson explains, the islands have only recently been released from a time capsule that kept them preserved for nearly half a century.

WORDS **Tim Simpson** PICS **Tim Simpson and Leah Mills of Blue Lightning Charters**

Situated 65 nautical miles south-west from Dampier and Karratha, and around 120 nautical miles north-east of Exmouth, Western Australia's Montebello Islands archipelago comprises 174 small and low rocky islands connected by a labyrinth of narrow channels.

Named by the French explorer Baudin in 1803 to commemorate the French victory in northern Italy over the Austrian army at the Battle of Montebello in 1800, the archipelago's desolate landscape offers a unique beauty and strong sense of being far removed from the bustle of civilisation.

The islands hold the stain of a tragic injustice brought upon the Australian nation, yet today, after a 40-year lockdown, they shine again with a wealth of fascinating history, plus untapped riches in their turquoise and cobalt-coloured coral reef waters.

In the early 1950s, Australia's Prime Minister at the time — Robert Menzies — granted permission for the British Government to conduct part of its nuclear weapons testing at the Montebellos. The British detonated three atomic bombs at the site, the first in 1952 and another two in 1956.

The islands are still littered with rusting reminders, including the remains of abandoned vehicles and derelict bunkers that once housed a battery of electronics and sensors.

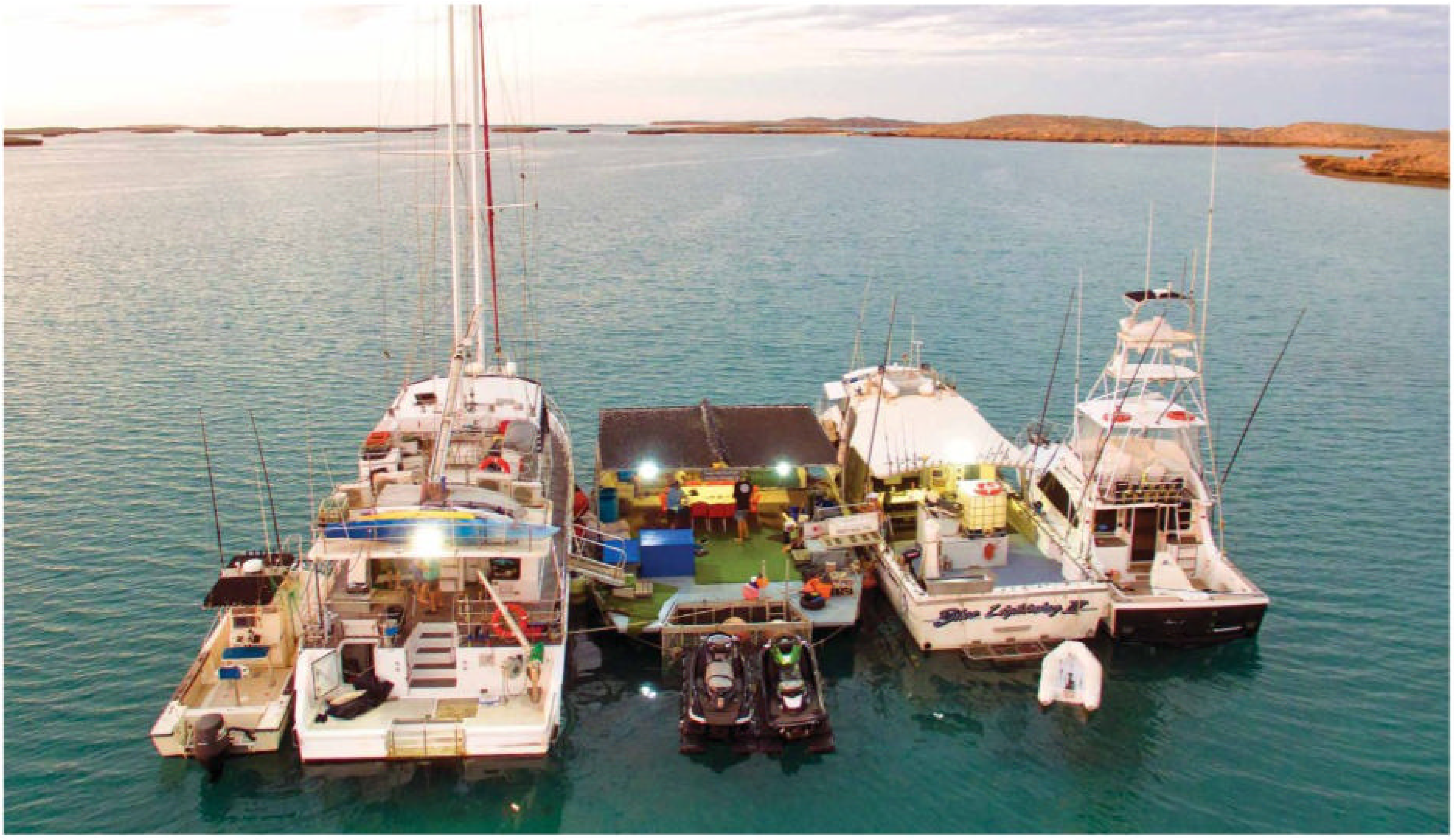
As radiation levels subsided, the region was reopened in the early 1990s.

FISHING WONDERLAND

Having enjoyed the protection of quarantine in a time-capsule for the best part of 40 years, the archipelago now delivers the stuff of dreams for adventurous anglers. The enormous wealth of fish surrounding these coral-encrusted islands is extraordinary.

It is refreshing to know there are still wilderness areas where nature has been left unscathed, where fish and other wildlife remain as bountiful as they ever were.

> **"Many beaches have a reef close to shore, showcasing pristine corals and abundant fish"**



TOP TO BOTTOM The Montebello Islands are a paradise for anglers; Untouched coastline for days

However, reaching a remote wilderness usually requires an investment of time and money to organise and run an expedition.

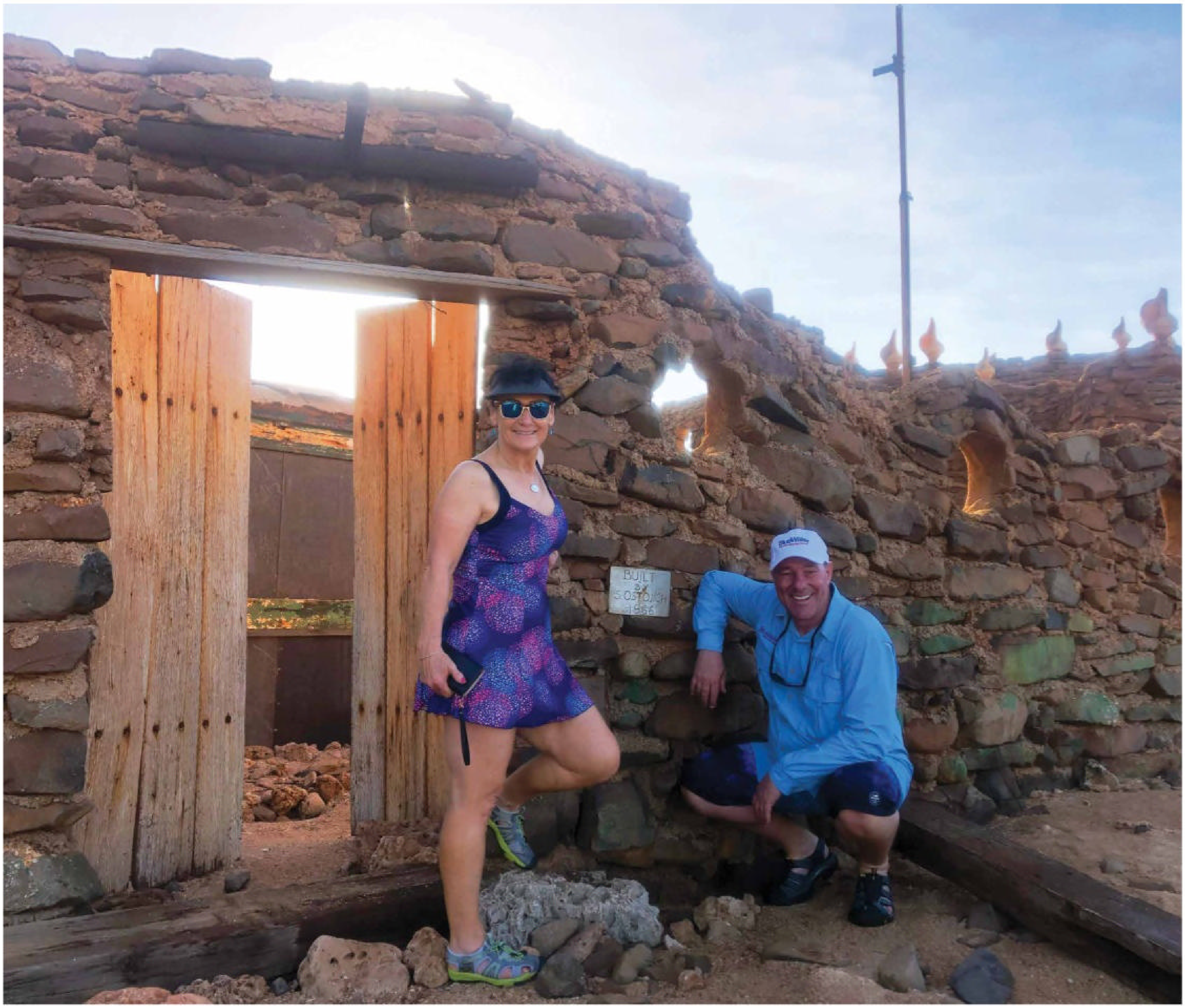
Such locations rarely offer any infrastructure, so you need to take everything with you, including fuel, food and water. And if fishing is a priority, you'll need an equipped fishing boat as well as plentiful tackle supplies.

THE EASY WAY

All of this explains why it was such a joy for my wife, Trish, and I to discover Blue Lightning Charters and their outstanding live-aboard set-up that makes serious fishing expeditions to the Montebellos easy (bluelightning.com.au). The Mills family began live-aboard charters in 1995, and now offer a seasonal floating base-station with fishing boats and deluxe mothership accommodation.

Moored in a sheltered bay, their large pontoon shelter provides a hub for their boats, giving you an open-air place to stretch out and relax after a big day on the ocean. It offers comfortable lounges, dining facilities, refrigeration, lighting and even a sturdy shark-proof underwater viewing cage — all cooled by sea breeze and immersed in a vista of islands.

Blue Lightning's Captain, Chad Mills, and his charming wife, Leah, run sportfishing charters to the islands each year between June and December. Since 2006, they've put their anglers onto a consistent abundance of Spanish mackerel, giant trevally, golden trevally, sailfish, black marlin, striped marlin, blue marlin and a plethora of large and delicious reef species, including coral trout, red emperor and rankin cod.



During our 10-day trip, the team landed a bewildering variety of fish, with the 50th different species landed on the final day.

FLY IN TO MINING TOWN

We flew into Karratha for the pick-up with the rest of our party before departing on the boat from Dampier Harbour, only a short drive away.

Named after the British buccaneer William Dampier, who visited in 1688, Dampier is a major industrial port servicing the Pilbara region's export of iron ore from the enormous Rio Tinto mines. Flying over and driving past the mine in neighbouring Karratha gave us a fascinating glimpse into the staggering scale of this industry.

Dampier also exports liquefied natural gas (LNG) and salt, which is dried in large salt farms along the shoreline.

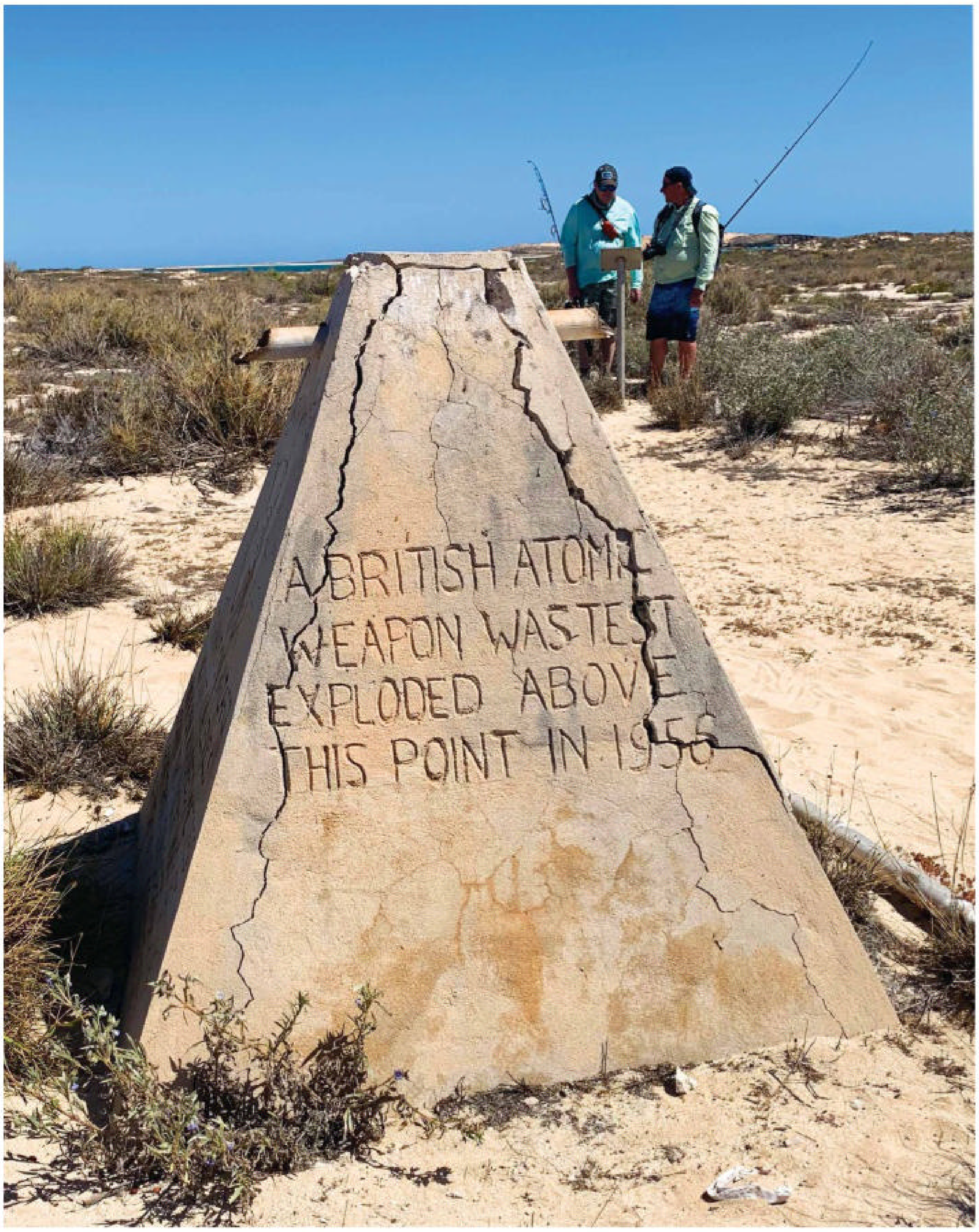
Before our departure to the Montebellos, we took an opportunity to visit a charming relic in Dampier Harbour. Known as Sam's Island, it was the refuge of a local character named Sam Ostojich who, with his bare hands and ingenuity, built for himself a castle in 1966 from the rocks, shells, and flotsam scavenged from the low outcrop of land. The structure and his living there was illegal, but the townsfolk turned a blind eye and he stayed there in peace for many years.

EXPLORING ASHORE

With Leah as our expert tour guide, Trish and I also spent several days exploring the Montebello Islands, including a visit to one of the land-based nuclear test sites.

There were three nuclear weapons detonated at the Montebellos between 1952 and 1956.

CLOCKWISE FROM BELOW The British used this area to test atom bombs in the past; Electronics bunker for nuclear tests; Sam's Castle in Dampier Harbour



The first was exploded 2.7m below sea-level in the hull of an old navy frigate anchored off Trimouille Island. It left a crater in the seabed 16 metres deep and 300 metres wide. The command centre can still be seen on Hermite Island.

The other bombs were detonated atop aluminium towers, one at the north-western end of Trimouille Island and the other on the eastern side of Alpha Island. The first of these was reported to be a 15-kiloton device, but the second was much larger — reported to be 60kt (three times the power of the bomb that destroyed Hiroshima) but believed to have been closer to 98kt. The tragic story of these tests is exposed in detail in Frank Walker's chilling book, *Maralinga*.

UP CLOSE WITH TURTLES

We also visited several nesting beaches where green, hawksbill and flatback turtles return between August and March to lay their eggs.

In the sand dunes behind one of nesting beaches, we discovered a gruesome reminder of the harsh reality the females endure to lay their eggs in the sand. Exhausted and dehydrated after their ordeal just to reach the island, then hauling their heavy bodies up the hot sand to then dig a deep pit and lay their eggs, some of the turtles become disorientated in the darkness and head inland instead of back to the water. We found them trapped or overturned behind boulders, and a tragic number ended their journey in a broad, dished turtle graveyard on the back of one of the dunes.

After seven to nine weeks in the sand, the eggs usually hatch at night so the baby turtles have a chance to avoid the army of birds, lizards and crabs awaiting them on land. In the water in daylight, they face an even greater threat from fish, seabirds and other predators.

At dawn on the morning of our visit, we discovered an alarming cluster of small whaler sharks milling about the shallows, awaiting the impending first wave of hatchlings.

Perhaps only one in 100 hatchlings reach the open ocean, and of them, only one or two turtles survive to return and breed.

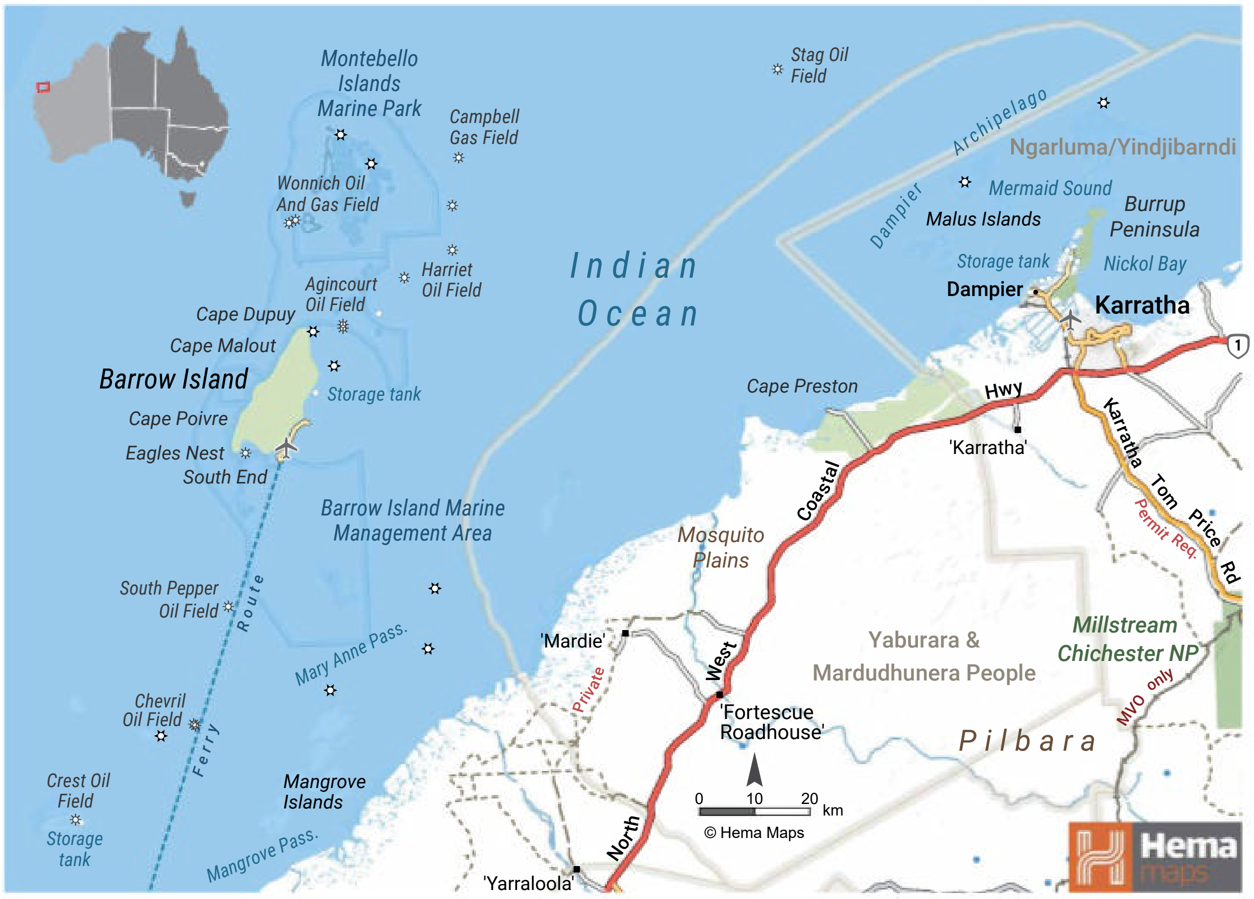
WORLD-CLASS ACTION

Although the majority of their clients focus on the reef fishing, Captain Chad Mills has devoted special attention to pioneering the region's billfish potential over recent seasons. Starting in the 2007 season, he spent 21 days chasing sailfish, releasing 123 as well as six juvenile black marlin. On one day alone, they released 39 sailfish!

In 2018, they spent only 29 days trolling the offshore grounds, yet released 290 sailfish and three marlin, giving an outstanding daily average of 10.1 billfish released. When Trish and I joined them in late September 2019, they'd already released 211 sails and 16 marlin since June.

To achieve such amazing success, Chad has developed a great tease-and-switch system that enables up to eight anglers to join in the sailfish action at the same time. A row of outfits is lined

CLOCKWISE FROM ABOVE Whaler sharks awaiting turtle hatchlings; Trish Simpson releasing a catch; A magnificent sailfish specimen. Image: Leah Mills


Montebello Islands Marine Park
Campbell Gas Field
Stag Oil Field
Archipelago
Dampier
Ngarluma/Yindjibarndi
Mermaid Sound
Malus Islands
Burrup Peninsula
Nickol Bay
Storage tank
Dampier
Karratha
Wonnich Oil And Gas Field
Agincourt Oil Field
Harriet Oil Field
Indian Ocean
Cape Dupuy
Cape Malout
Barrow Island
Storage tank
Cape Poivre
Eagles Nest
South End
Cape Preston
Hwy
'Karratha'
Karratha Tom Price Rd
Permit Req.
Barrow Island Marine Management Area
Coastal
Mosquito Plains
South Pepper Oil Field
Route
Ferry
Mary Anne Pass.
'Mardie'
Private
West
Yaburara & Mardudhunera People
Millstream Chichester NP
MVO only
Chevril Oil Field
'Fortescue Roadhouse'
Pilbara
Crest Oil Field
Storage tank
Mangrove Islands
Mangrove Pass.
North
'Yarraloola'
0 10 20 km
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1

up in vertical rodholders along the starboard gunnel, each already connected to a leader baited with a small baitfish on a circle hook. Each angler is assigned their strike order, with their outfit positioned in the row to correspond. For example, the first angler on strike has their outfit closest to the transom.

A mix of teasers are trolled, including daisy-chains of plastic squid from each outrigger, which proved irresistible to the sailfish.

SAILFISH PRODUCTION LINE

The team springs into action once a fish is spotted, the first angler dropping his bait into the clear water beside the starboard end of the stern, then feeding out line as he walks across to the far side of the transom.

Once the bait reaches the strikezone where the teased sailfish are ready to climb on, the angler holds the line to get the bait skipping until a sailfish grabs it, at which time it is free-spooled for a couple of seconds before increasing drag and allowing the line to gradually come tight and hook the fish.

While the first angler is going through this procedure, the second and subsequent anglers are also following suit in an orderly procession.

Fighting multiple sailfish requires a lot of ducking and weaving to prevent cut-offs, but it sure is exhilarating!

FLYING MACKEREL

Our trip also opened our eyes to an extremely exciting technique for catching Spanish mackerel with cast surface lures, which appears to be as reliable as clockwork — at least over the prolific reefs of the Montebello Islands.

Casting outfits were rigged with stickbait lures and left standing ready in rodholders while we trolled diving minnow lures, such as Halco's excellent 'Laser Pro 190,' over the reefs. When a strike revealed a school of mackerel, one angler fought that fish while everyone else raced for their casting outfits and fired out a lure. It soon became apparent that the schools lurk near the surface in the same vicinity for quite some time, as we frequently hooked fish up to 15 minutes after the trolling strike. Once we'd either drifted off the area or the school had moved on, we simply resumed trolling.

> **"Our trip also opened our eyes to an extremely exciting technique for catching Spanish mackarel with cast surface lures"**

While catching Spanish mackerel of 10–20kg is always exciting on a light outfit, watching their slashing strike as they nail your lure on the surface — or even better, rocket high into the air with your lure across their jaws — escalates the excitement to an entirely new level.

TAKE HOME BONUS

Our days on the reefs provided a mounting bounty of delicious fish.

Those who had been with Blue Lightning before were well aware they needed to book an extra suitcase with the airline for the return trip, since we all went home with around 20kg of coral trout, mackerel, and emperor fillets. Over the following months, Trish and I were reminded of our adventure in a special and delicious way every time we dipped into the freezer for dinner.

TOP TO BOTTOM Spanish mackarel striking a stickbait. Image: Leah Mills; Casting at Barrow Island

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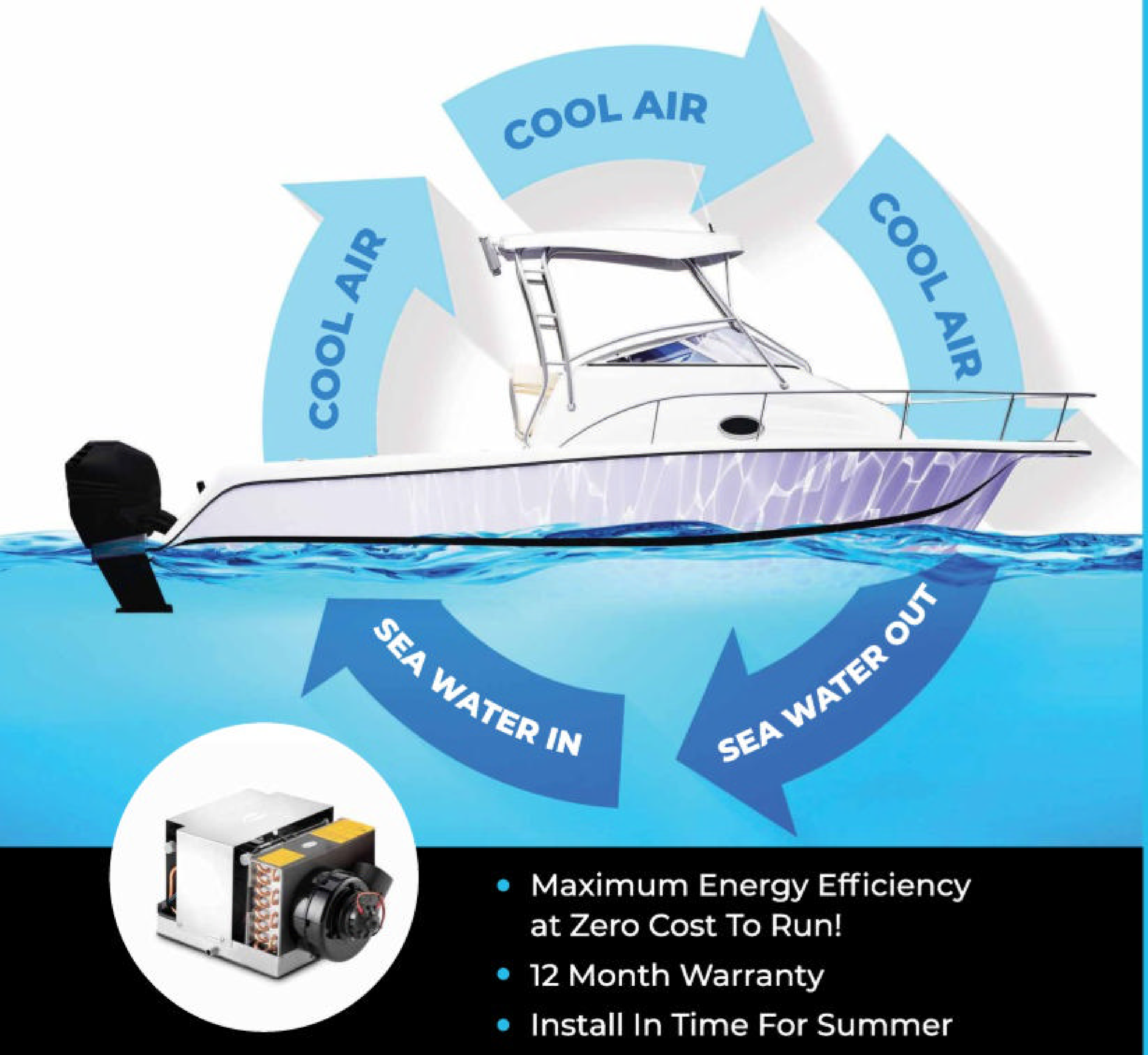

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NEED FOR SPEED

Riding on the success of its predecessor, the 35m Gipsy, *the Otam Custom Range 115 combines speed, style, and grace all in one package*

Quick Specs

OTAM CUSTOM 115

PRICE POA
OVERALL LENGTH 36m (118ft 1in)
BEAM 7.35m (24ft 1in)
DRAFT 1.5m (4ft 11in)
DISPLACEMENT 125t
TOP SPEED 44kt
ENGINE 3 x MTU 16V2000M96 2600hp/2 x MTU 16V2000M96 2600hp
WEB otam.it

Otam has presented its newest 115ft design proposal which is set to make it one of the fastest alloy yachts on the market. Reaching speeds of up to 44 knots, the full aluminium and customised vessel gives boat enthusiasts all they desire in a vessel. The 115 offers a sporty exterior designed by BG Design Firm, a high-performance deep-V hill by Umberto Tagliavini, the choice of propulsion units and countless layout options, making it a yacht for owners who want to build their ideal project.

Clients after speed can choose between a three-engine configuration with MTU 2600 hp engines and a KaMeWa waterjet central booster for a top speed of 44 knots. Those with other things in mind can choose the twin MTU engines for a top speed of 35 knots. Otam uses no moulds in construction, meaning clients can customise their yacht's aft cockpit, flybridge — from the side, its design means it virtually disappears into the superstructure — and vast foredeck, along with the possibility to modify the arrangement below deck by shifting bulkheads.

Onboard, the sofa seating that folds out of the transom door creates a chaise lounge overlooking the swim platform. There's no need to cut back on entertaining, as the standard four-stateroom layout has an airy, open plan salon and large dining area on the main deck which has panoramic sea views, even when seated on the white/grey leather couches, due to the extensive glazing. On the lower deck, there are two ensuite guest staterooms, a large VIP stateroom and a full-beam master stateroom amidship, together with a gym, spa, or even a large pantry — depending on what the client requires. Dedicated crew accommodation and a galley is situated between the owner's suite and engine room, with a transom garage that can house a 4.2m tender and jet ski.

Other than a superior level of customisation options, the yacht is an elegant and luxurious visual statement, with a design inspired by aeronautical and automotive worlds. Design details include chromed ventilation vents in the transom and the air inlet on the top of the hardtop. The 115 also features an aggressive bow and the deckhouse has been moved back as far as possible to shift the visual weight of the volumes towards the stern, which is a fundamental feature of all sports boats. With Otam's newest release, the Custom 115 gives owners the chance to combine their favourite features into one vessel, without compromise.

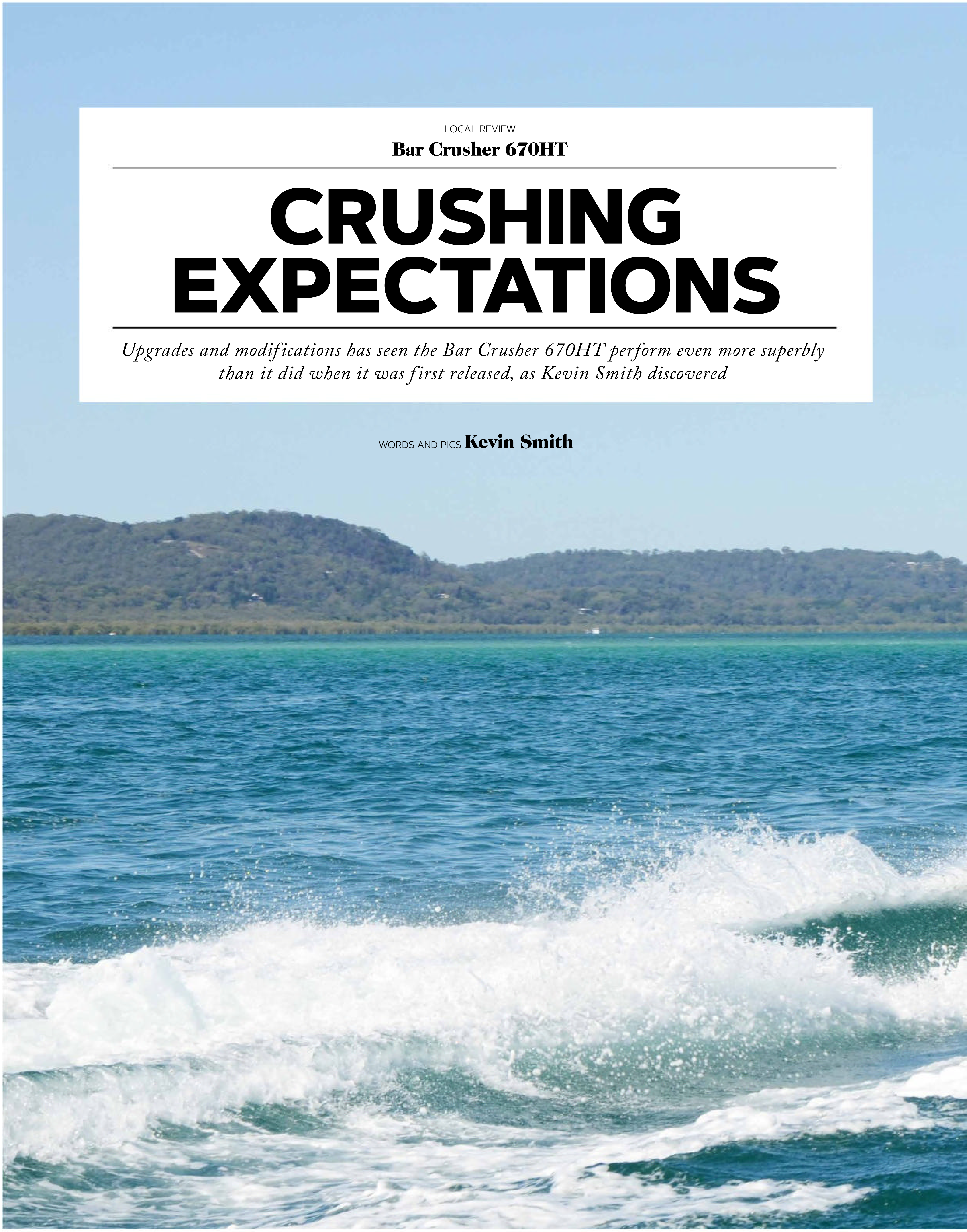
LOCAL REVIEW

Bar Crusher 670HT

CRUSHING EXPECTATIONS

Upgrades and modifications has seen the Bar Crusher 670HT perform even more superbly than it did when it was first released, as Kevin Smith discovered

WORDS AND PICS **Kevin Smith**



SIMRAD
BAR CRUSHER
670HT
BAR670
200
PRO XS

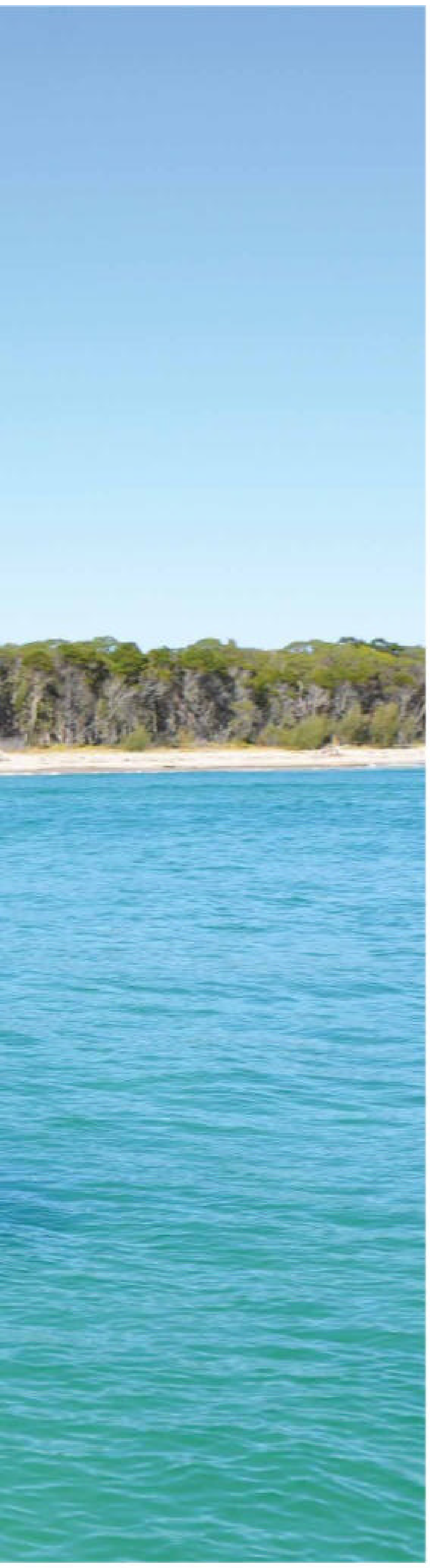
Bar Crusher, an Aussie plate boat icon that needs no introduction to the marine industry. We've tested and thrashed them through their paces over the years and they have stood up to their reputation as ocean weapons that showcase tough build quality, combined with advanced innovation and superb performance.

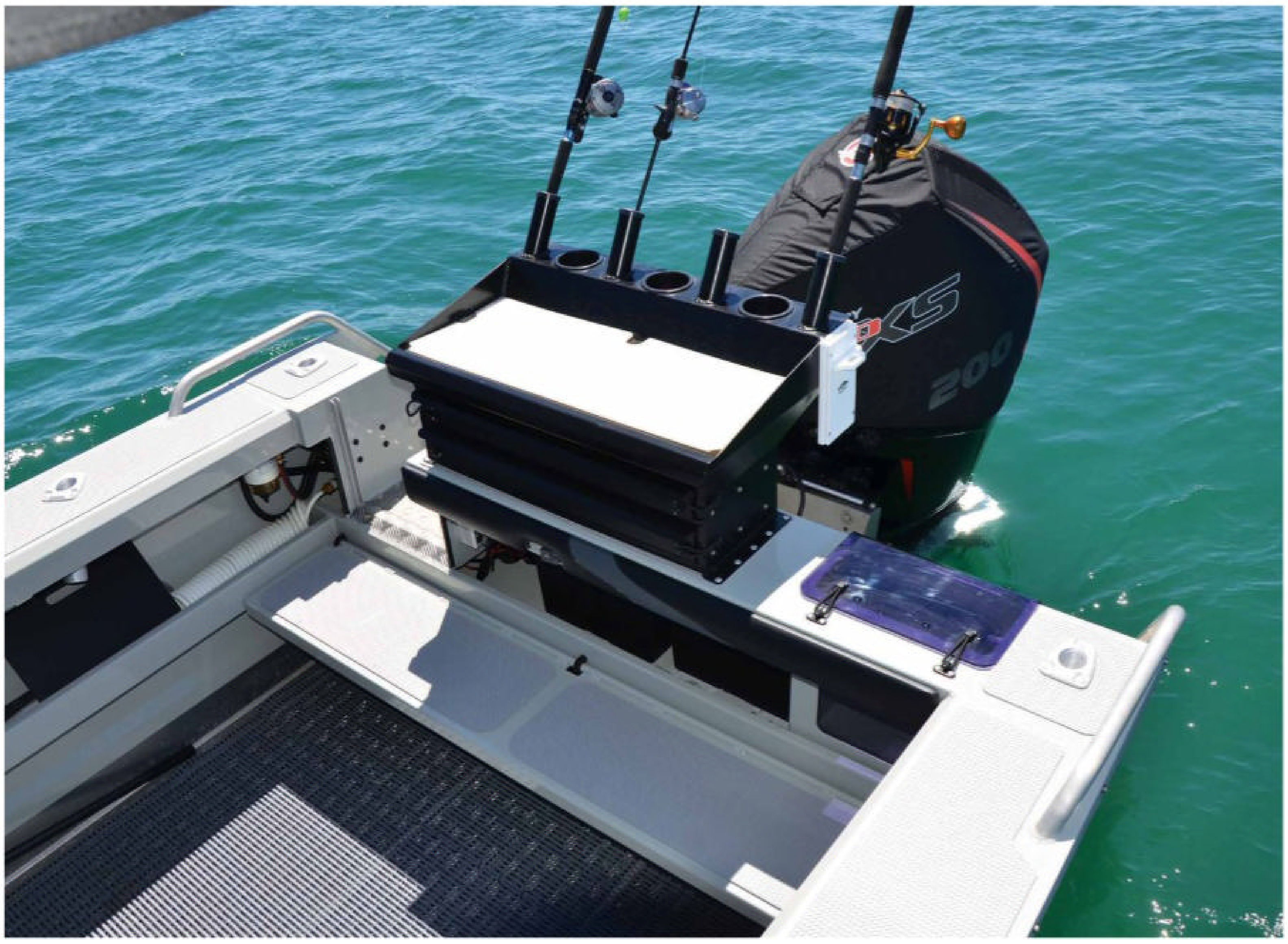
Local Queensland dealer, Australian Marine Centre, have been around for a long time and when it comes to plate boats, well, it's not surprising that the Bar Crushers are one of their top sellers. We took a look at AMC owner, Rod Elliot's, latest 670HT, and how he's tricked it up to suit some serious offshore fishing and family boating, as well as reviewing the new upgrades since testing the 670HT in 2012.

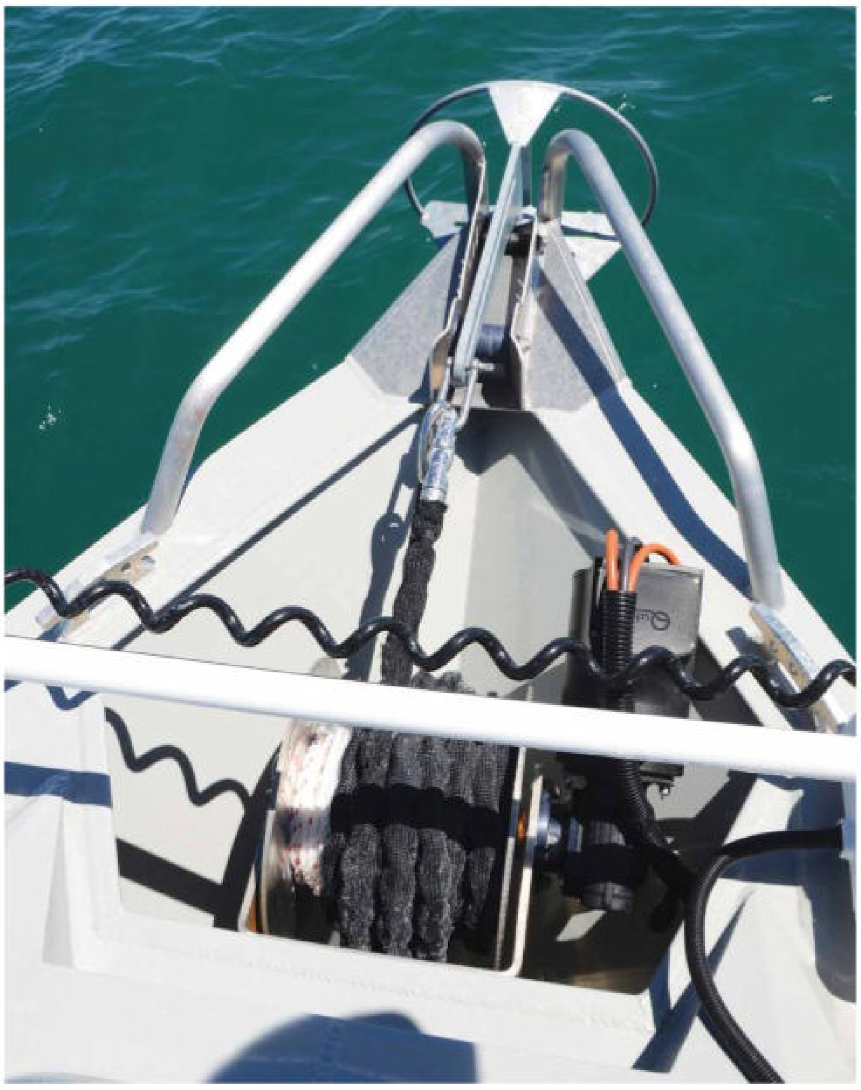
Reminiscing back to 2012, I remember the Bar Crusher 670HT getting the thrashing of its life at Australia's Greatest Trailerboats, taking out the title as the best aluminium boat in the competition, and rightfully so. As they always say, don't fix it if it isn't broken and over the past nine years, the high-performance hull needed no changes, however, the 670HT has undergone a number of other innovative mods that have most certainly taken it to the next level.

On offer and at a glance, you have the original 6.7m of heavy-duty plate alloy that's designed to destroy the ocean in all aspects. Sporting a combination of rigid and symmetrical lines, the modern military styled aesthetics most certainly portray a hardcore and easily recognisable look that I like, and, over time, is a look that will never date in my opinion. A look at the latest 670HT, is quite deceiving at a glance as the new mods and upgrades are not instant eye catchers, however, when you take a closer look, they are significant and as mentioned earlier, take the 670HT to next level.

Onboard, the 670HT offers a starboard entry walk-through transom, leading to a spacious





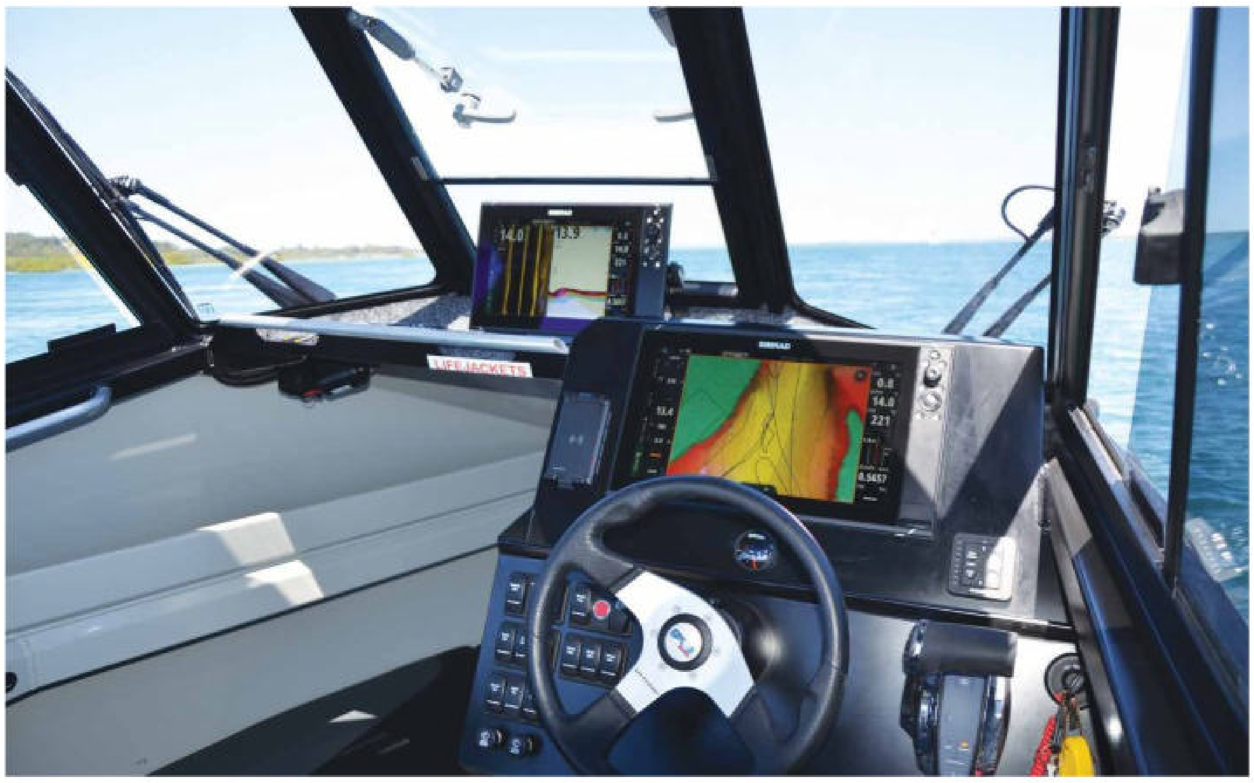


CLOCKWISE FROM LEFT Fishos will rejoice at this new offering; Clean lines, storage space and seating are found at the rear; Up front the anchor is simple to use

and open cockpit to suit the serious fisherman. I liked the false-transom setup with executive bait-board and tackle drawers, the raised battery compartment, a simple but practical fold-away rear bench, the clear-view port side live-well, and oversized coamings that run plumb to the sizeable side-pockets below. The new 45-degree chamfer to the inside edge of coaming also makes a huge difference to comfort when leaning or resting up against the side.

One thing I did notice was no kill-tank built into the deck. General consensus ruled for it to be removed to allow for a larger volume fuel tank (now 230L instead of the originally 190L), as well as allowing for a rear filler. The loss of the kill-tank is a small compromise, however, the captain and passenger seating allows for large esky storage below, so that takes care of the fish. Theres also plenty of cockpit deck room to add more if need be.

Up front, the 670HT's open cab is nicely balanced, providing ample shelter from the elements and without impacting on the cockpits fishability. The tinted glass definitely keeps the cab cooler, along with the high glass screens and side windows creating unrestricted visibility at the helm. The port and starboard wipers are a bonus to have, and I do like the split centre screen opening up for extra ventilation.



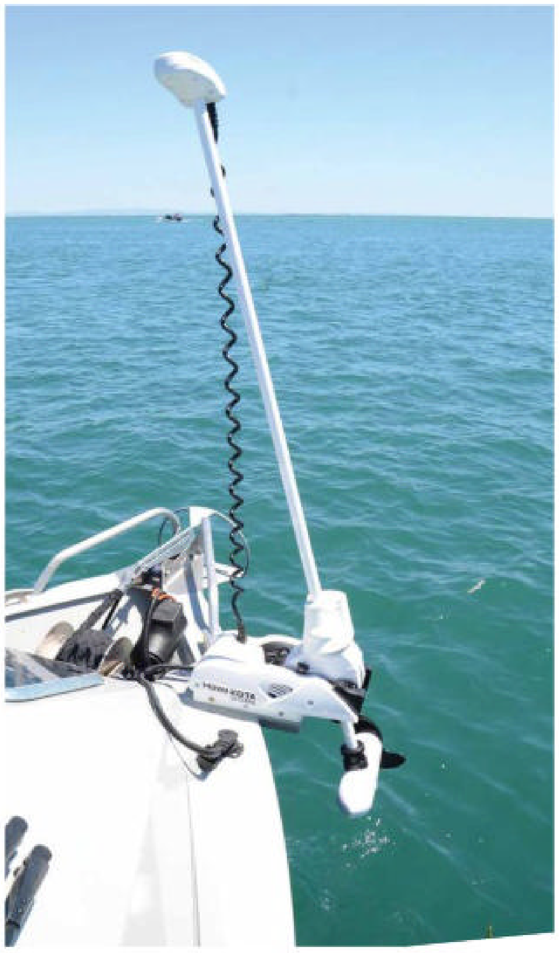
Other upgrades included a redesigned dash with more of a vertical angle to prevent sun reflection off nav/sonar screens, as well as being viewable from the stern. The dash is spacious and, in this case, the owner tricked his 670HT up with 25 grand worth of high-end Simrad gear; Simrad NSS Evo 3 16in as the main chart-plotter screen, along with a Simrad NSS Evo 3 12in for sonar with 1kW transducer. The dash is also set up with a lower panel for all other accessory switches, the binnacle control, and trim tab switch.

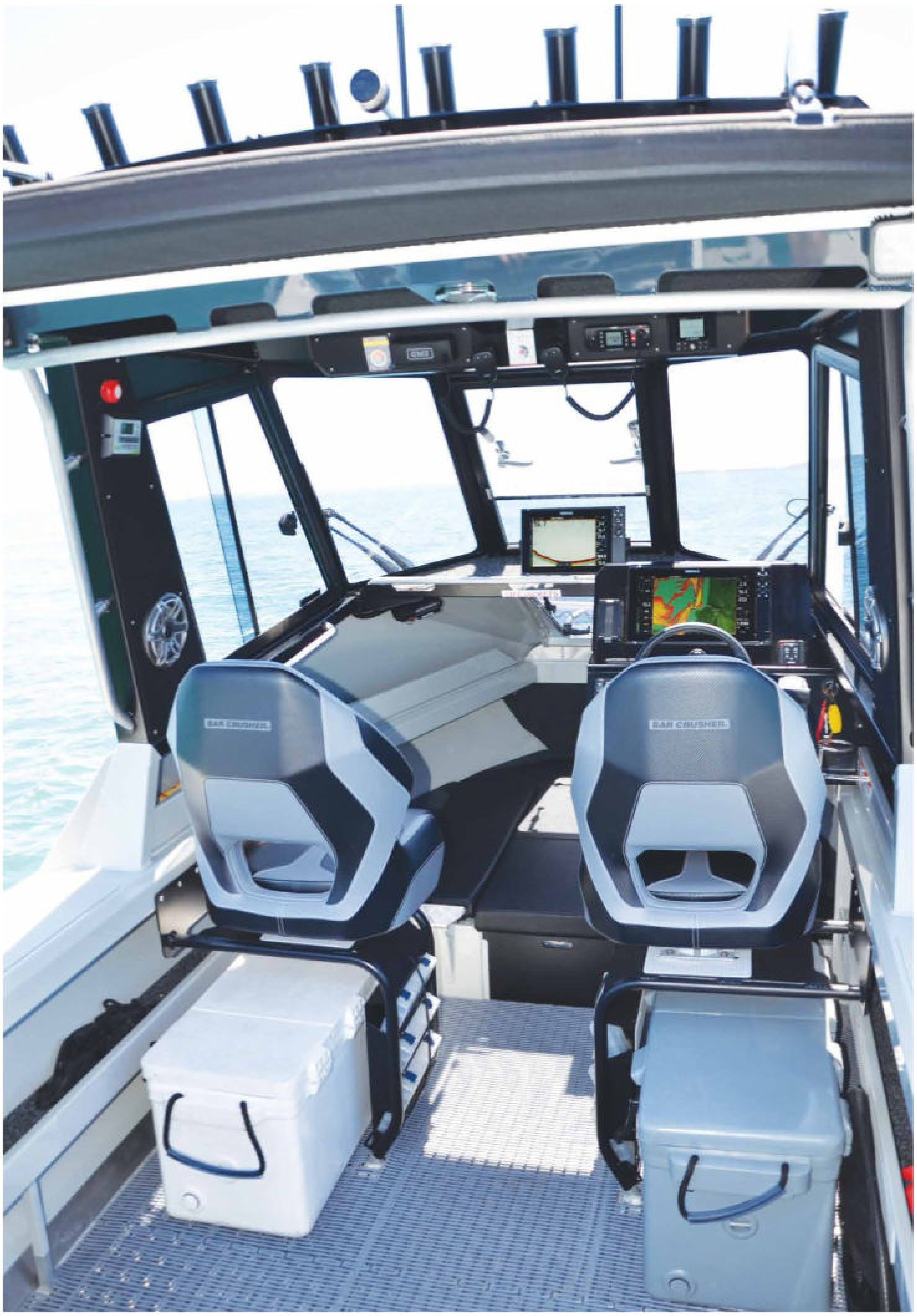
The hard-top has also had a few tweaks for the better and includes the new spoiler design, new rocket launchers, better water drainage, matching paint colours to hulls, and a nice overhead console upgrade which allows for multiple radio installs, stereo systems, and speakers — I like it as it frees up extra space on the dash.

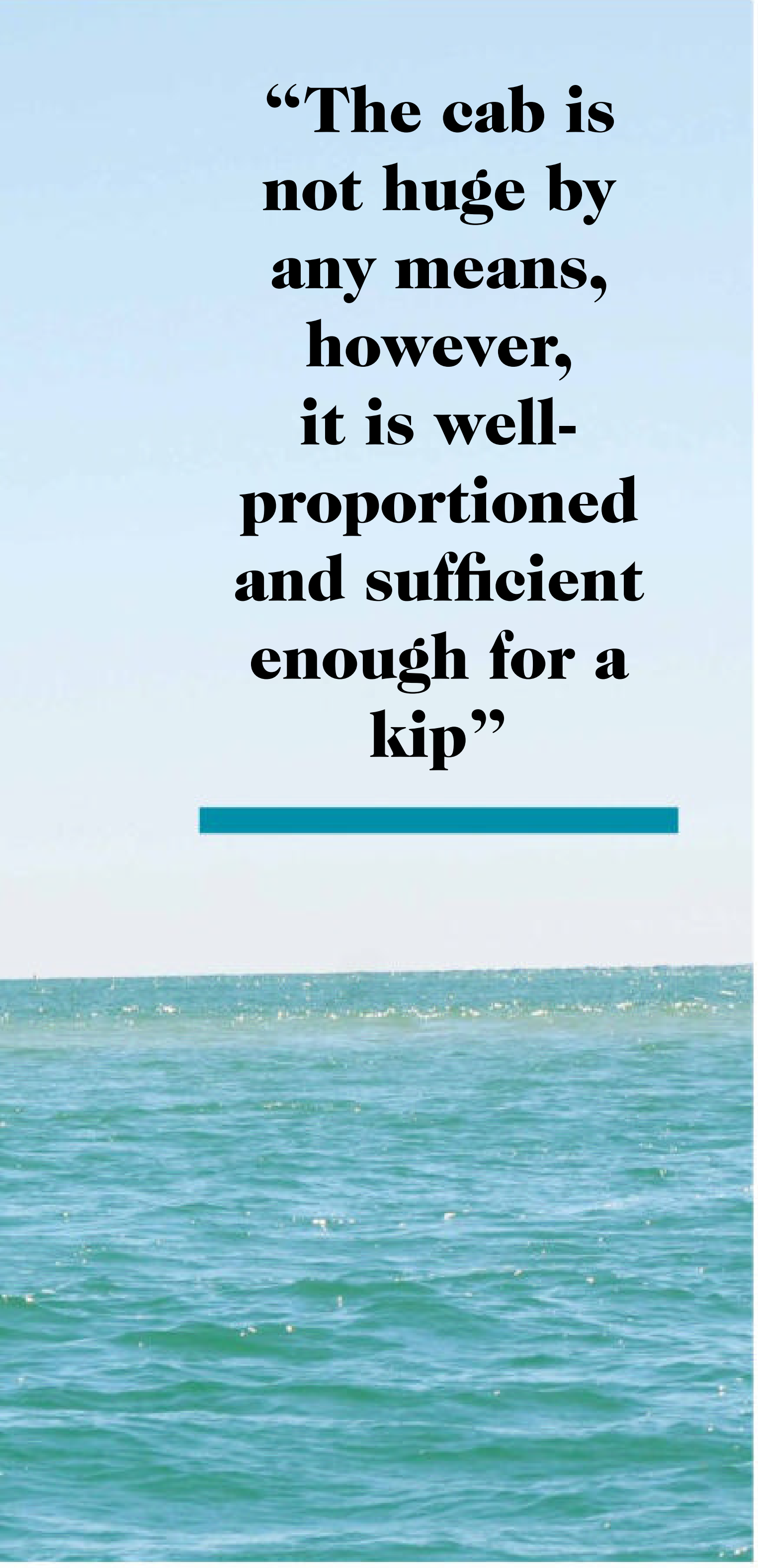
The open cab then includes a fair-sized v-bunk with storage below, nice wide internal side-pockets for storage, good rear access to the electronics and mechanicals, as well as a forward glass hatch that adds light, extra ventilation and

CLOCKWISE FROM ABOVE This tricked up dash will make it easier to get to the good spots; Technology on offer will have anyone feeling like a pro; Comfortable seating is on offer, with storage space underneath; Cast a line

BAR CRUSHER
BAR670
670HT







> **“The cab is not huge by any means, however, it is well-proportioned and sufficient enough for a kip”**

access to the bow for those not prepared to walk the gunwale. The cab is not huge by any means, however, it is well-proportioned and sufficient enough for a kip or even the odd overnighter. The only thing I would do is definitely add optional carpet or a SeaDeck lining to the exposed alloy to reduce the water slap noise.

Up in the bow, the 670HT boasts a new bowsprit, along with all bow and grab-rail diameters increased to 32mm for better grip. The owner opted for an exposed windlass anchor system and top of the range Minn Kota Ulterra electric motor. It’s an 80LB thrust/24V/72-inch shaft electric, and it has the self-deploy and retrieve function — a must for this style of boat.

Sparing no expenses, he also opted for the latest BLA lithium 24V high-amp hour battery and charge system. The battery alone costs around $3000, however, before you choke, you need to consider that these batteries have a far longer life span, potentially double of the standard deep cycle batteries. They also weigh far less, in fact, 35kg versus my dual 130Ah weighing in at nearly 80kg. The lithium’s are a fast charge battery, have longer run times and a plethora of other really good features. Do the maths, two decent quality 12V high-amp batteries can cost up to 800 bucks each, with a decent lifespan of around three years before dropping power. The marine lithium’s are said to last double or more, so if you take the cost of purchasing two sets of standards over six years, versus one lithium … well I’m definitely considering going the lithium route.

The new Minn Kota’s are game changers and I’m seeing them on so many bigger boats now. Having the ability to spot lock without anchoring is such a bonus. Controlling drifts to suit current can also be done, as well as stealth mode slow trolls. For those with bigger and heavier boats, Minn Kota also do the 36V (112LB) 72in shaft.

18+

WHAT IS
AVAXHOME?

AVAXHOME -

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
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All languages
Brand new content
One site

AVXLIVE.ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu

Sea Trials

Mercury 200XL Pro XS
Bar Crusher 670HT, 2 persons, propeller 16x16.5P Enertia
Range calculated leaving 10 per cent fuel in reserve (Tank litres A18: 230 (tank = L/1.1 insert to A19 at formula bar).
Weather conditions: Wind was 6–10 knot variable and sea was moderate 0.5–1m.

RPM	SPEED (KT)	FUEL BURN L/H	ECONOMY NM/L	RANGE (NM)
600/Idle	0.00	0	0	0
1000	4.50	4.8	0.94	215.63
1500	6.10	7.5	0.81	187.07
2000	7.60	13	0.58	134.46
2500	9.40	16.3	0.58	132.64
3000	14.30	19	0.75	173.11
3500	24.00	27.6	0.87	200.00
4000	28.80	35.7	0.81	185.55
4500	32.10	46.1	0.70	160.15
5000	36.30	58.6	0.62	142.47
5440	42.30	69.8	0.61	139.38

* Sea-trial data supplied by the author.

TOP TO BOTTOM It has a sleek look many will be a fan of; Keeping in contact will be a piece of cake

Onto performance, and we have done our time on this hull so know just how well it performed when winning Australia's Greatest Trailerboats 2012 in the aluminium category. This time it's all about the new Mercury Pro XS V8 200hp V8 sitting on the transom. Every time I test one of these new Mercs, I walk away more and more impressed. Aside from being modern and sexy in design, this is a V8 outboard that weighs in at a ridiculously low 229kg — it amazes me how they do it.

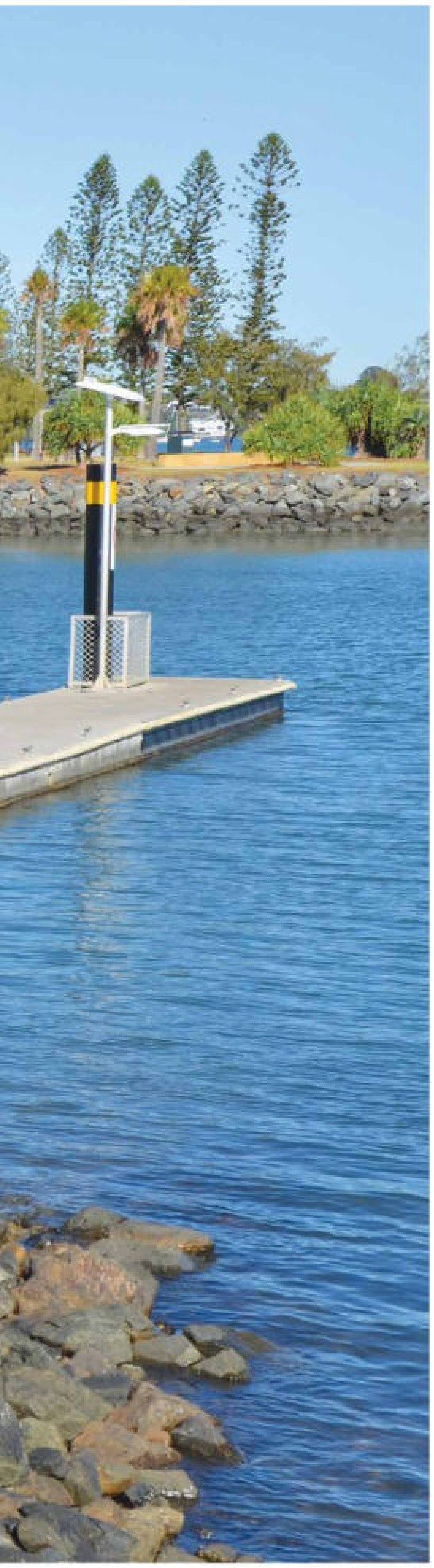
Aside from rated as a high performance four-stroke outboard, the Pro XS Merc 4.6L V8 boasts numerous high-tech and interesting features, such as dual overhead cam to deliver instantaneous throttle response and power, improved economy through Advanced Range Optimisation, higher displacement to deliver more torque throughout the rev ranges, smart charging alternator with an output of 20A at idle and 85A at wide open throttle, and an idle charge battery-management technology that automatically increases idle rpm to boost alternator output and recharge low batteries.

The lightweight TorqueMaster Gearcase (featured on select V8 models) has a 1.75:1 gear ratio and a robust 1.25-inch-diameter prop shaft designed for semi-surfacing, high-speed applications. I can only imagine what this thing could do on a bass boat. They also have Adaptive Speed Control that maintains a desired rpm regardless of changes in load or conditions without adjustments to the throttle lever position, as well as Transient Spark Technology which electronically adjusts the ignition timing of the engine as needed for added torque and quicker hole-shot. Adding to the bling of the V8, the performance-tuned exhaust sounds pretty 'grunty' on the water but is still relatively quiet considering.

Knocking, or more like gently tapping, the smooth digital throttle down, the hole-shot from this beast is most certainly a smile producer — man, its nippy and cracks you onto the plane fast. The optimum cruise speed is around 3500rpm, producing 25 knots speed and an economy of 27.6L/h. A lighting burst to wide open throttle then gets you a healthy 42.4 knots at 5600rpm and an economy of 69.8L/h, which is quite good considering. Clearly, these V8's run better at higher speeds.

Off the throttles, the 670HT settles into a mellow slow troll speed at 1000rpm/4.5kt/4.8L/h. Those chasing higher troll speeds, 2000rpm puts you at 7.6 knots, and economy at 13L/h. At rest, the floodable ballast fills and locks the hull onto the ocean surface like a magnet — it really works and exceptionally well at that. These systems are quite an intricate design, where the water holds firm in the ballast to produce above average stability, but also drains fast when accelerating. You also have the option of closing or blanking the ballast to suit.

As for the ride, well, the 670HT's sharp entry deadrise to 20 degrees at the transom is no doubt a winner in the chop and swell. Punching through the chop and swell on the South Passage bar at medium to high speed was an absolute breeze. I'm all for soft riding boats and this is most certainly one of them. Like all boats, there's always a bit of compromise involved and the 670HT does throw a touch of spray every now and then from the chop, however, a small price to pay for such a good ride. If you wanted to save a bit on the end dollar figure, the Mercury 200hp V6 would be a good fit, and I reckon it would be a decent performer as well.



Facts & Figures

BAR CRUSHER 670HT

PRICE AS TESTED

$170,000

OPTIONS FITTED

Pro XS 200 V8, upgraded trailer, anchor winch, 24V/80LB Minn Kota electric with BLA lithium battery, $25k Simrad electronics package

PRICE FROM

$109,000 including Mercury V6 175hp

GENERAL

MATERIAL Plate alloy
TYPE Offshore fishing
LENGTH 6.7m (21ft 12in)
BEAM 2.35m (7ft 9in)
WEIGHT (WET/DRY) 2300kg/1880kg
DEADRISE 20 degrees

CAPACITIES

PEOPLE 6
BERTHS 2
REC. HP 175
MAX. HP 200
FUEL 230L

ENGINE

MAKE/MODEL Mercury 200XL Pro XS
TYPE V8 (64 degree) with Dual Overhead Cam (DOHC) and 32-valves
WEIGHT 229kg
DISPLACEMENT 4.6L/4572cc
GEAR RATIO 1.75:1
PROPELLER 16x16.5 Enertia

MANUFACTURED BY

Bar Crusher Boats
PH 0411 477 795
W powercatmarine.com.au

SUPPLIED BY

Australian Marine Centre
3491 Pacific Hwy Slacks Creek Qld
PH 07 38087333
W amcboats.com.au

CLOCKWISE FROM LEFT Take it with you on another adventure; Store all the bits and bobs you'll need for a day on the water; A handy spot for tackle

LEFT TO RIGHT These mercs are perfectly suited to the boat; Hit the water for a spot of fishing

MERCURY
PRO XS
200

THE WRAP

Bar Crusher's 670HT has once again ticked the boxes in all aspects. The new innovative features added since 2012 are all a win and once again, take this boat to the next level. It's a dedicated fishing weapon and the kind of boat that many fisho's would dream of. The classic ride and handling characteristics make this hull a pleasure to drive and when it comes to long distance runs to the reef or islands, well, iit's going to get you there comfortably and safely.

Entry level pricing starts from $109k and the as tested price with all the bells and whistles comes in at $170k. The owner threw some expensive gear at this Bar Crusher, however, $170k is not bad value for money at all considering the upgraded outboard, the size of the boat, all the fancy gadgets, numerous inclusions, hardcore build quality, and suitability to serious offshore fishing.

AUSTRALIAN OWNED
AUSTRALIAN MADE
MERCURY
Signature

HAINES Signature™
788SF

READY TO TAKE ON THE OPEN SEAS

From bow to stern the 788SF is designed to blend family comforts, while being a true offshore sports fishing boat. Did we mention it's also legally trailerable!

hainessignature.com.au

1496

FEATURE

The International Game Fish Association

THE SUPREME LEADER OF FISHING

Fishing is a relaxing pastime, but it can also be a sport in which anglers pit their skills against both the fish and other anglers. Tim Simpson explains what transforms fishing into a sport, and the crucial role played by the International Game Fish Association.

WORDS **Tim Simpson** PICS **Tim Simpson, Ken Fraser, John McIntyre, Bill Boyce, and IGFA**

In one of the most famous books ever written back in 1653, Izaak Walton called fishing "the contemplative man's recreation." Fishing is still widely recognised for the substantial benefits it has on mental health by way of relaxation, an appreciation and understanding of nature, and food-gathering. But there is another side to fishing: a recreation where participants test various human attributes, as well as their skills, in a challenge against the strength, senses, and environment of the fish they seek. This branch of fishing can be regarded as a sport.

If your angling abilities have ever been put to the test to land an unusually powerful fish — and if you enjoyed that challenge — then you can consider yourself a sporting angler.

For millions of anglers throughout the world, this challenge is far more rewarding than any desire to bring fish home to eat. These anglers may well develop the skills to catch a lot of fish, yet rarely take home more than one or two. For them, the sport is the motivation, not harvesting food.

To be consistently successful, anglers must first learn their quarry and how it works, which frequently develops a strong appreciation and bond. Sporting anglers are among the most passionate wardens of the waters they fish, and of the creatures that live within it. They care, and they invest a lot of effort to protect it.

TRANSFORMED INTO A SPORT

Whether you enjoy golf, tennis, or football, you'll agree that simply hitting these balls around a paddock would seem pointless — and soon become boring.

> **“Achieving an IGFA world record is one of the highest pinnacles a sporting angler can hope to accomplish”**

SHARKKN
SHARKKN
ZV645N

However, with a set of rules and a defined goal, these activities are transformed into an engaging, testing, and enjoyable sport.

Even if you never compete, you will still play your game knowing and abiding by the parameters that define it as a sport. It’s this structure that makes all the difference.

Sport fishing also has a structure: a set of rules that transforms mere fishing into a sport. Within our sport, some chose to compete against other anglers, testing their skills in ways that can be quantified. This can be done in tournaments, or by achieving records — both of which give official recognition of your accomplishment as compared to your peers. But even if you never fish a tournament or chase records, following the sport’s guidelines will make your fishing more enjoyable.

THE SPORT’S ADJUDICATOR AND PROTECTOR

There are numerous fishing associations and sporting bodies around the world, but the Supreme Leader of them all is the International Game Fish Association — most commonly referred to as the IGFA.

Achieving an IGFA world record is one of the highest pinnacles a sporting angler can hope to accomplish, but as you’ll read below, the IGFA does far more than set the angling rules and manage the ultimate records.

CLOCKWISE FROM LEFT A tournament sailpast; Tim Simpson’s IGFA world record wahoo on 4kg tackle. Image: Bill Boyce

The IGFA is a non-profit organisation committed to the conservation of game fish, and the promotion of responsible, ethical angling practices. They achieve this through science, education, rulemaking, record keeping, and recognition of outstanding accomplishments in the field of angling.

Their vision statement is to "Establish the International Game Fish Association as the most widely recognised authority on game fish and angling-related matters in the world."

Fishing is a hugely diverse sport, ranging from tiny freshwater species in creeks to the largest and strongest predatory fish in the oceans. The techniques and the tackle used to catch these fish are even more diverse, so the IGFA's Angling Rules need to be comprehensive to maintain control and ensure that all anglers can compete or compare results on an even playing field.

To see the current IGFA Angling Rules, visit: igfa.org/international-angling-rules.

WORLD RECORDS

The IGFA maintains world records for all popular species of freshwater and saltwater game fish weighing more than 0.453kg (1 pound). There are separate record sections for fish caught using conventional fishing tackle, fish caught on fly fishing tackle, and a third for fish that are caught, measured, photographed, and then released. Yes, there are even ways to claim a world record of this type for a fish that you released alive!

One category of records is known as 'All Tackle,' which lists the largest example of the species ever

CLOCKWISE FROM LEFT Zane Grey with 1036lb tiger shark in Sydney in 1936. Image: John McIntyre; All types of species are included; Clive Firth's Australian record kingfish at Bermagui in 1938; Michael Lerner at Bermagui in 1939. Image: IGFA caught according to the rules. The current All Tackle record chart lists more than 2100 different species.

Then within each species, the IGFA also keeps records for the largest example ever caught using a particular strength of tackle — which is the real measure of angling skill, rather than simply the largest ever caught.

The sport's defined categories of line strength are: 1kg, 2kg, 3kg, 4kg, 6kg, 8kg, 10kg, 15kg, 24kg, 37kg, and 60kg. This is why, when you visit a tackle store, you will notice the heavier and more advanced versions of game fishing rods, lines, and reels are often labelled as suitable for a particular line class – such as 15kg (30lb) or 24kg (50lb), for example.

Claiming an IGFA world record is available to everyone — you don't need to be a member of the Association, and you don't need to be a member of any club. The only requirements are to have caught your fish according to the strict angling rules, that you can prove it was weighed on certified scales, and that you fill out the IGFA's record application form and provide the required photographs and documentation. This is all explained on the IGFA website, where you can also see the current world records list and download the application form — check out igfa.org/world-records.

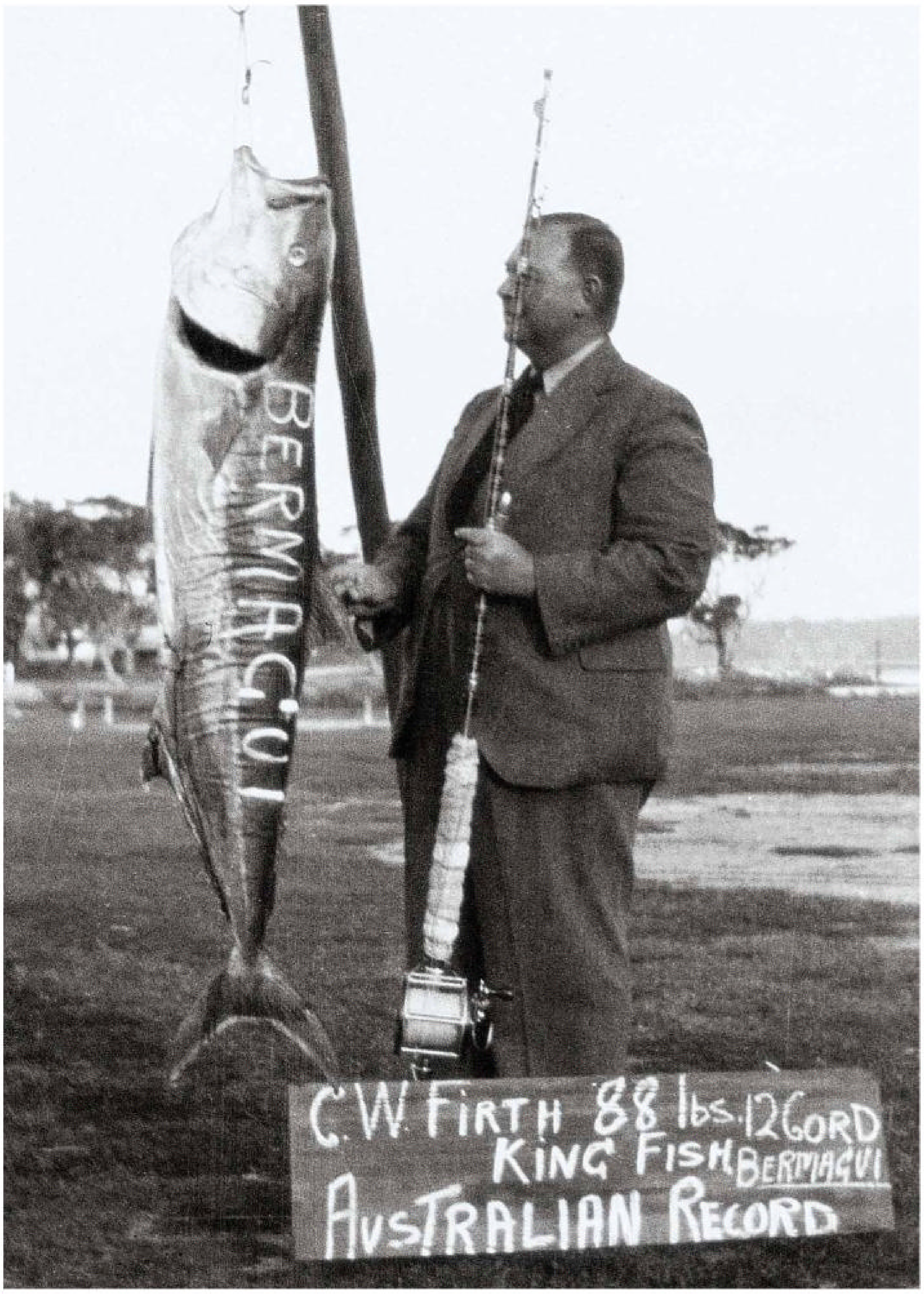
With thousands of eligible species on the books and multiple line class options in each, there are a great many opportunities for you to set a new world record. Of course, some of the most popular species are fiercely competed for. These records, in all line classes, may seem impossible to break — unless, as sometimes happens, you get freakishly lucky. However, in relation to some of the more obscure species there is a very real potential to achieve a world record with only a little targeted effort.

CONCEIVED IN AUSTRALIA

The International Game Fish Foundation is now based in Florida, USA, but what few people realise is that its genesis occurred in southern New South Wales, Australia.

Angling as a sport of skill was developing in Australia as early as 1902, inspired by the concept promoted by the sport's originator, Dr. Charles Frederick Holder, who formed the famous Tuna Club on Santa Catalina Island off southern California in 1898.

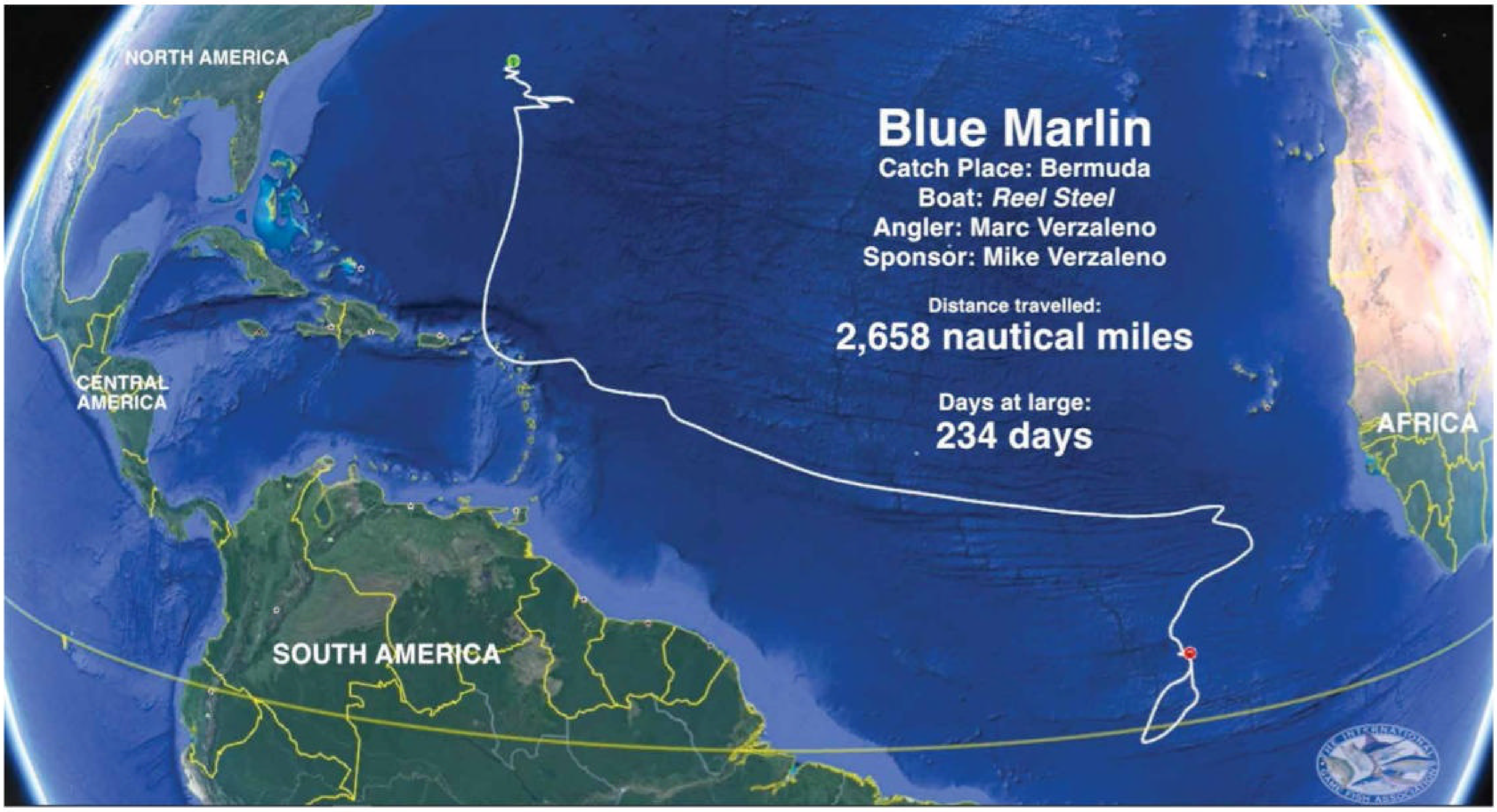
The New South Wales Rod Fishers' Society was formed in 1904 to promote sport fishing with rod and reel, and by 1933 they had a dedicated game fishing division. The world's first black marlin caught on sporting tackle was landed off Port Stephens by Dr. Mark Lidwill in 1913.



To Dame
with much thanks for
his many courtesies
Michael Lerner

“With thousands of eligible species on the books and multiple line class options in each, there are many opportunities for you to set a new world record”

> **“The IGFA has carried out groundbreaking research into species identification, species movement and distribution, and the protection of valuable stocks ”**


NORTH AMERICA
Blue Marlin
Catch Place: Bermuda
Boat: *Reel Steel*
Angler: Marc Verzaleno
Sponsor: Mike Verzaleno
Distance travelled:
2,658 nautical miles
Days at large:
234 days
CENTRAL AMERICA
AFRICA
SOUTH AMERICA
THE INTERNATIONAL GAME FISH ASSOCIATION

Game fishing was flourishing off the New South Wales South Coast hotspot of Bermagui by 1933, to the extent that catches attracted a visit from the famous American author Zane Grey in 1936. Although often controversial and generally considered ‘difficult,’ Grey is widely recognised as one of the most publicised and influential big game fishermen the world has ever known.

In the sport’s formative years before World War II, Australia’s leading game fishing administrator was Sydney businessman Clive Firth, who regularly fished off Bermagui and was President of the New South Wales Rod Fishers Society. Firth became the foundation President of the Game Fishing Association of Australia (GFAA) and also President of the New South Wales Game Fishing Association in 1938.

In 1939, it was Clive Firth who persuaded wealthy American businessman Michael Lerner — a leading big game angler — to experience the fishing off Bermagui with his scientific expedition from the New York Museum of Natural History.

It was during Lerner’s visit that Clive inspired him to establish a world body to administer the ethics and rules of the sport along the lines of what already existed in Australia. In late 1939, Lerner formed the International Game Fish Association in New York, and appointed Clive Firth as its first international representative. Mr. Lerner then personally administered and financed the running of the IGFA until 1960.

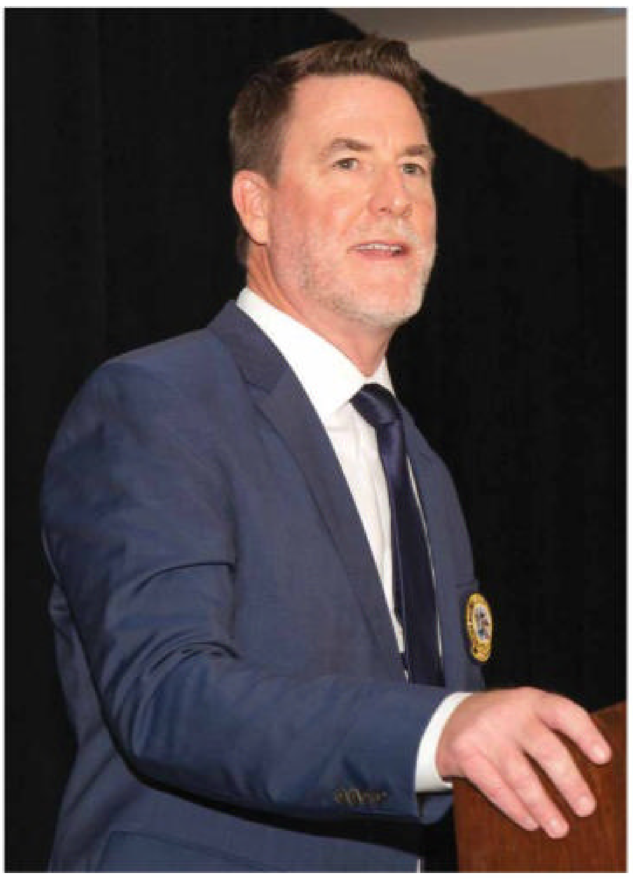
FAR MORE THAN RECORDS

The International Game Fish Association has always had a close working relationship with the scientific community, and has carried out groundbreaking research into species identification, species movement and distribution, and the protection of vulnerable stocks.

The IGFA is accredited with the United Nations Environment Programme, and the organisation is regularly involved in initiatives to protect fish stocks from overexploitation, or from damage due to habitat destruction and pollution.

One of the IGFA's most exciting research programs in the past decade is the Great Marlin Race, in which anglers and businesses sponsor satellite tags that are attached to billfish and then released during regional tournaments. The fish are then tracked, with a winner announced for the fish that travels the furthest. The real benefit, however, is the astounding new knowledge learned about the movements and distribution of these special fish. This revolutionary citizen-science program has re-written what is known about billfish!

Another of their current programs focuses on protecting forage fish — the small schooling species like sardines, slimy mackerel, and anchovies that are the primary food source for predators ranging from mulloway to tuna, seabirds, and whales. These vital bait fish feed on microscopic plankton and are often overlooked, however, their health directly impacts all species that rely on them.



CLOCKWISE FROM ABOVE Tom, Daniel, and Henry King with a world record; IGFA President Jason Schratwieser; There are plenty of easily digestible resources to guide newcomers; Winning track in the IGFA's 2017–2018 Great Marlin

HOW TO SUBMIT AN IGFA WORLD RECORD
WORLD RECORD
IGFA
HOLDER

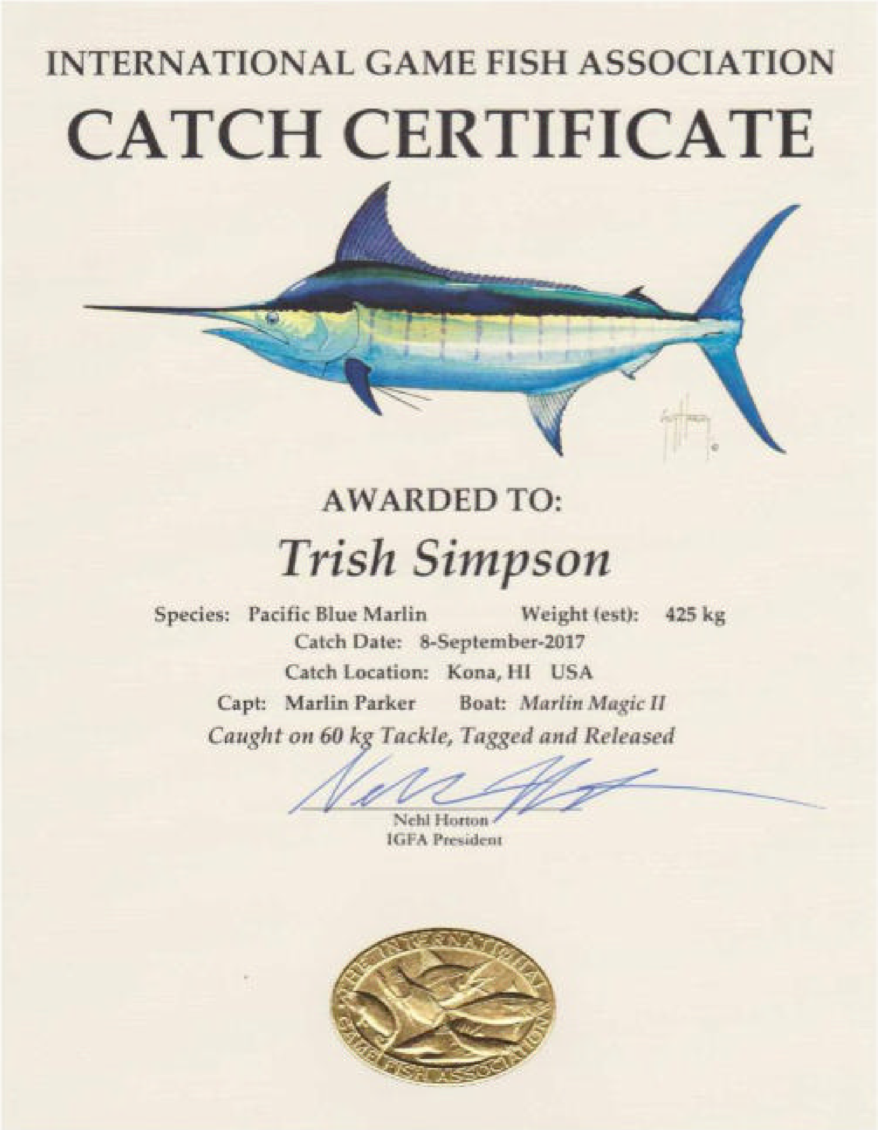
TEACHING KIDS – AND MUCH MORE

The IGFA has a strong education program — one arm of which is committed to teaching more than 100,000 kids the skills of fishing, as well as the environment stewardship and ethics to do it well. With online courses plus comprehensive resource kits for clubs willing to host a structured 'Fishing Clinic,' our youth has never had such a great head-start into the wonderful world of fishing.

Over recent years, IGFA President Jason Schratwieser and his team distilled four worldwide priorities for particular focus: Conservation, Education, Rules and Recognition, and Development.

To engage and ensure direct involvement of the membership throughout the world, the IGFA then established regional councils to represent their sector of the globe. The recently appointed Oceania Council has strong involvement from Australia, with Chairman Brett Cleary being a Trustee of the IGFA and a past-President of the Game Fishing Association of Australia.

Each Council is divided into four committees devoted to making progress in each of the four priorities of the IGFA mission. I am a member of the Rules and Recognition Committee, so I will be looking for new ways to improve rules and give anglers additional means to recognise their achievements.



INTERNATIONAL GAME FISH ASSOCIATION

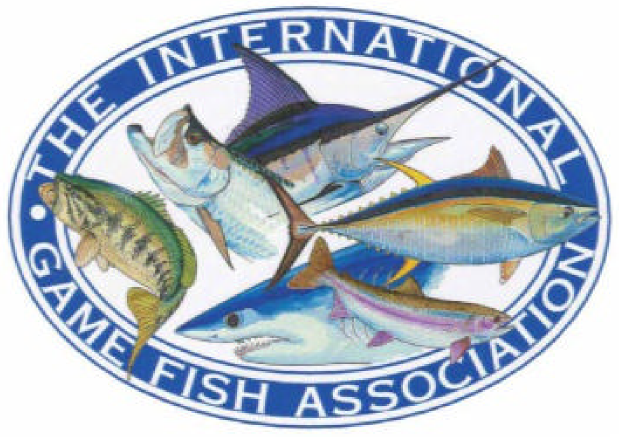
CATCH CERTIFICATE

AWARDED TO:

Trish Simpson

Species: Pacific Blue Marlin Weight (est): 425 kg
Catch Date: 8-September-2017
Catch Location: Kona, HI USA
Capt: Marlin Parker Boat: *Marlin Magic II*
Caught on 60 kg Tackle, Tagged and Released

Nehl Horton
IGFA President


THE INTERNATIONAL GAME FISH ASSOCIATION

CLOCKWISE FROM LEFT Roslyn Uttleymore's world record 4kg bonito; The IGFA has a strong focus on education; An IGFA Catch Certificate; The organisation's logo is instantly recognisable

SUPPORT THE IGFA

You don't need to be a member to reap many of the benefits provided by the IGFA, but you'll certainly enjoy additional benefits if you support the organisation that does so much to protect and enhance your fishing.

For a small annual fee, you'll enjoy member discounts, a monthly newsletter, and each year they post you the magnificent World Record Game Fishes book. The 2021 edition is 442 pages, including a detailed species guide. Membership is a good thing to do. Find out more at igfa.org.

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SUPER DECK TANKS
TOUGH TANKS!
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Diesel - Petrol
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Australian Made
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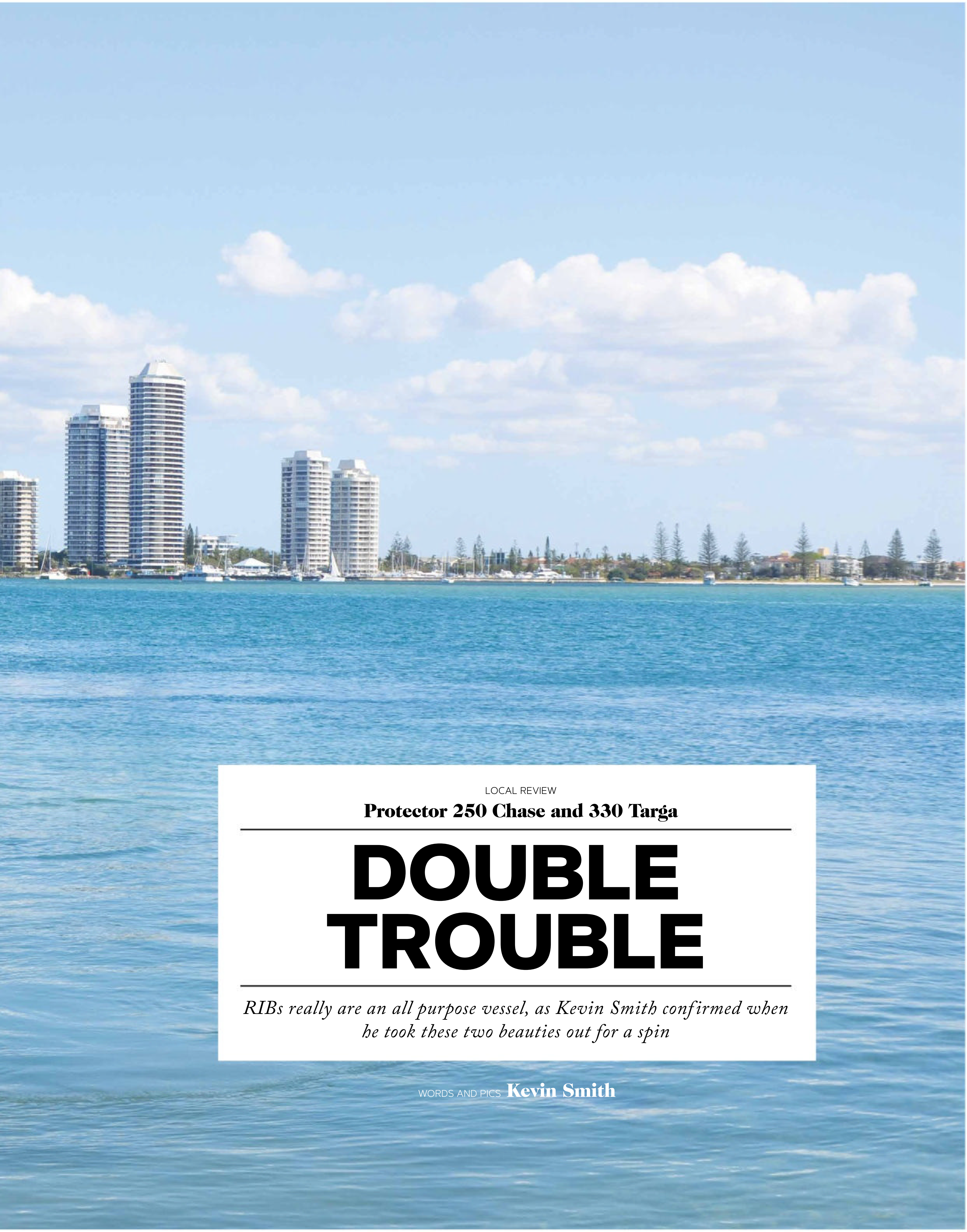
Email: turtlepac@yahoo.com.au
www.turtlepac.com

VERADO
400
VERADO
400
PROTECTOR



LOCAL REVIEW

Protector 250 Chase and 330 Targa

DOUBLE TROUBLE

RIBs really are an all purpose vessel, as Kevin Smith confirmed when he took these two beauties out for a spin

WORDS AND PICS **Kevin Smith**

Rigid inflatable boats (RIBS) — a solid hull with inflatable pontoons — are not at the top of the popular boating charts in Australia, and that's a real shame as they are one of the most versatile styles of boat around. Having run commercial RIBS in the dive industry back in the days, I can vouch they would have to be one of the safest, most forgiving, and well-suited hulls to numerous commercial operations and recreational boating — scuba diving, snorkelling, adrenalin joy rides, family cruising, and even fishing can be done off RIBS.

My time on RIBS was in the early stages, launching 7–9m rigid inflatables from rugged beach terrain out through the angry surf of the east coast of Africa. I still quiver at memories of some of the launches — 1.5 plus tonnes of pax and gear onboard, 10–15ft mongrel surf, a cloud of 2-stroke smoke coughing from the worn-out twin outboards, a set of shivering knees, and mouth as dry as the Aussie outback. The RIBS took a constant thrashing, stood up to it, and enabled us to do what we did best without severe consequences.

Big, bullet-proof RIBS are commonly used in commercial sectors like rescue boats, military chase vessels, Police, Fisheries and research, support vessels, and as high-powered tourist boats. The recreational side has changed significantly, with numerous import brands now available, and that from the common tiny tenders to some luxurious and stylish 40-footers. The new age RIBS out there definitely include the chips, salad, and extra sides.

A prime example of this would be the Protector RIBS manufactured by Rayglass Boats in New Zealand, a global name renowned for the quality and innovation incorporated into their commercial and recreational RIBs, and now distributed by Queensland Marine Centre (QMC) in Coomera. We recently jumped on board QMC's latest Protector 330 Targa and 250 Chase, which proved to be quite the eye-opener as they have innovative layout configurations combined with adrenalin-rush performance and handling.

BEHIND THE BRAND

Before getting into the 330 Targa and 250 Chase in detail, a quick look at the Protector brand. Their range is designed to withstand the harsh Kiwi oceans, so the 25–41ft RIBs are built as tough as they come. Their structurally sound hulls are hand-laid fibreglass 24-ounce roven-woven layers, built up to three-quarters-of-an-inch thick on the sides, one-and-a-half-inches thick at the keel — that's why they have had no hull failures since the first was produced in 1999.

You then have the inflatable collar (or pontoons), with seven baffled air chambers for added buoyancy and safety, as well as providing extra stability and comfort. There's quite a few positives to the inflatable section, however, if made from cheap, substandard material, like lightweight PVC, they can cause more headaches than they are worth. Cheap material

PROTECTOR
300
MERCURY

and cheap glue equals fast-delaminating surfaces and seams, and a hefty repair or replacement bill. Adding peace of mind is the fact that all Protector pontoons are made from Pennel and Flipo's Orca 866 fabric, a quality, high-end, commercially rated material that provides the best UV, abrasion, and ageing resistance that can be found on the market. The quality material coupled with quality heat bonded glues enables Protector to offer 5-year warranties.

Aside from being ready-to-go commercial vessels, the Protectors also sport some pretty attractive styling, design, and innovative creature comforts to suit the recreational user. Let's take a closer look at what these two Kiwis have to offer.

CLOCKWISE FROM LEFT The 250 Chase is capable of 44.9 knots with its single Mercury Verado 300hp V8; RIBS may not be popular in Australia yet, but the slick offerings from Rayglass Boats look set to change that; Twin Mercury Verado L6 400 can get the 330 Targa up to 55.5 knots

Facts & Figures

PROTECTOR 250 CHASE

PRICE AS TESTED

$259,990 W/ PD AND Registration

OPTIONS FITTED

Electric toilet inside front opening console hatch (no holding tank) Upholstery: Sand surf with sand surf piping, 2 x soft rider upholstered seats, Navigation lights LEDs, Tilt Helm, Blue Sea auto battery switching by helm area, Lenco retractable Trim Tabs with LED display, Samson post with handrails, thru bow anchor, Ultralon (U-Dek) Teak/ Black Brushed, Inside Console Sole: Ultralon Teak/Black brushed, Bimini top with canvas cover, 1x wipers, Marinco 2.5 Marine wiper motor 110 Degree, 2in shaft,12V, Marinco Premier Panto Arm's W/ Spray Nozzle, Marinco 20in Black Polymer Wiper Blade, Windscreen Washer Reservoir (1.26 Quarts) & Pump, 1 x VHF Simrad RS40 AIS with Antenna (Receive only AIS), 1 x Fusion Stereo MS-RA770 Apollo Series, with 2 x speakers XS Series (2x 7.7in) & Antenna, 1 x Simrad 16 NSS EVO 3 GPS/sounder/1 Kw transducer (no AU Chart fitted, Under bow auto anchoring system, Fold up s/s teak step boarding ladder

GENERAL

TYPE Rigid Inflatable
MATERIAL GRP/Orca 866 collar material
LENGTH 7.5m (24ft 7in)
WIDTH INFLATED 2.9m (9ft 6in)
DEADRISE 23 degrees
WEIGHT 2,000kg approximately

CAPACITIES

PEOPLE 9
MIN. HP 225hp
MAX. HP 400hp
FUEL 315L
WATER RAW N/A
WATER FRESH N/A

ENGINE

MAKE/MODEL Mercury Verado 300hp V8
TYPE V8 [64 degree] with Dual Overhead Cam [DOHC], 32-valves
WEIGHT 272kg
DISPLACEMENT 4.6L
GEAR RATIO 1.85:1
PROPELLER 14.0x19p Mercury Enertia

MANUFACTURED BY

Rayglass Boats NZ

SUPPLIED BY

Queensland Marine Centre (QMC)
Unit 10, 71 Shipper Drive, Coomera
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E sales@qmc.com.au
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PROTECTOR 250 CHASE

At 25ft, the 250 Chase might be the baby of the Protector range, but it packs one hell of a punch. Aesthetically, the open centre console styled RIB sports nice modern lines and a colour palette to match. At a glance, the oversized centre console and T-top stands out as it's larger than standard, and I like it.

When it comes to layouts, there doesn't look like much on offer. However, the 250 Chase is an open boat waiting to be loaded with family and friends, island picnic gear, esky's, dive gear for island reef hopping trips, ski or wakeboards, fishing gear, or basically anything you want for fun filled days on the water, with the option of a few custom accessories added to suit if need be.

Like most hulls, there's a plethora of option boxes that can be ticked and in this case the test 250 had removable rear seat boxes with storage installed, reboarding steps on either side of the sexy new Merc Verado V8 300hp, a heavy-duty ski-pole, and electric anchor system in the bow. If you think there's a shortage of seating, think again as the pontoons are a comfortable seating option with plenty of grab-handles and rope grab-rails to suit.

Back to the console, I like it as the large screen and aerodynamic T-top provides decent shelter from the elements. At the helm, the raised seat-base platform positions you at a comfortable level when seated or standing. The extra depth created in the hull allows for the addition of an electric head and extra storage space, accessible via the hinged front seat of the console.

Added high-end features to sweeten the deal include the twin soft-rider seats, a spacious dash layout with adjustable steering tilt helm, digital binnacle control, top of the range Simrad 16-inch NSS EVO 3 GPS/sounder with 1kW transducer, Simrad VHF, Fusion Apollo stereo system, numerous switch panels, Lenco trim-tab switch, windscreen wiper and wash, and T-top LED lighting to mention a few. The rest of the hull is neatly finished with the Ultralon (U-Dek) in teak / black brushed, so looks the part and is nice and easy to clean and maintain.

On the performance side, the 250 Chase is a fun and exhilarating boat to drive. It adds a smile on your dial, and this stems from the 250 Chase sporting the latest Mercury V8 Verado 300hp that's renowned for high-powered torque and power through the rev-ranges.

The V8 300hp Merc's hole-shot is fast but smooth at the same time, along with the mid-range power boosting to the top end within the teary blink of an eye. With the horsepower ratings of 250–400hp, I reckon the 300hp is more than ample, with its impressive top-end of 45kt (83km/h) with two persons onboard. Surprisingly, the 250 Chase still produces a comfortable and safe ride at high speed, however, the top-end is not going to be the kind of speed you should be racing around at. It's more about having the extra torque through the rev-

ABOVE The console is well-protected and comfortable to stand or sit at

Sea Trials

250 CHASE
Motor: Mercury Verado 300hp V8, People: 2,
Prop: 14.0x19p Enertia. Range calculated leaving 10 per cent in reserve

RPM	SPEED (KT)	FUEL (L/H)	ECONOMY NM/L	RANGE (NM)
600/Idle	0.00		#DIV/0!	#DIV/0!
1000	3.30	4.7	0.70	200.81
1500	5.10	7.8	0.65	187.00
2000	6.40	12.5	0.51	146.43
2500	8.50	16.5	0.52	147.33
3000	13.30	22.5	0.59	169.06
3500	21.00	31	0.68	193.74
4000	26.20	41.8	0.63	179.26
4500	31.90	49	0.65	186.19
5000	36.20	73.1	0.50	141.63
5500	39.50	74.6	0.53	151.43
6000	44.90	91	0.49	141.11

* Sea-trial data supplied by the author.

PROTECTOR
MERCURY

ranges and ability to load the boat up without sacrificing on the power side.

Taming the throttle down, the optimum and comfortable cruise speeds are around 25 knots in the chop, and 32 knots in the calmer water. At 32 knots the revs sit at 4500RPM, and economy at 49L/h giving you a healthy range of approximately 187 nautical miles on a full 315L tank with 10 per cent reserve.

I must say that I have a soft spot for the new 'non-supercharged' Mercury V8 range. The 32 valve/4.6L/V8 with digital throttle control is so smooth and quiet, however, if you want to be noticed, simply switch over to the sport exhaust function to enhance a grunty V8 sound. The Integrated Electro-Hydraulic Power-Steering and ability to integrate the Mercury Joystick Piloting is also a highlight on these motors, as well as weighing in lightweight 272kgs, which is 30kg lighter than the 300hp supercharged L6 Verado.

As for ride, well the 250 Chase has a sharp bow entry with 23-degree deadrise at the transom, and this produces a nice soft ride through the chop, along with the tubes working as enhanced reversed chines to deflect spray in all conditions. Weighing in at approximately 2 tonnes, the 250 Chase is a nimble and really easy boat to handle on the water, however, they don't mind a bit of abuse thrown at them either in hard turns and when taking on large chop and swell.

Sea Trials

330 TARGA
Motor: twin Mercury Verado L6 400, People: 2,
Prop: 13.6x21p Enertia, FUEL: 402L. Range calculated leaving 10 per cent in reserve.

RPM	SPEED (KT)	FUEL (L/H)	ECONOMY NM/L	RANGE (NM)
600/Idle	0.00			
1000	5.90	8.5	0.70	0.69
1500	7.70	14.2	0.65	0.54
2000	10.00	23.8	0.51	0.42
2500	15.00	38	0.52	0.39
3000	21.40	49.1	0.59	0.44
3500	26.20	71.3	0.68	0.37
4000	34.30	84.9	0.63	0.40
4500	37.20	105.4	0.65	0.35
5000	43.50	131.3	0.50	0.33
5600	48.50	179.8	0.53	0.27
6000	52.20	258.2	0.49	0.20
6800	55.50	284.2		0.20

* Sea-trial data supplied by the author.

PROTECTOR 330 TARGA

A look at the 330 Targa reveals a substantial step up from the 250 Chase, and at a glance, this 10.5m / 33ft RIB with 800hp of pure Merc grunt on the transom is an absolute beast and looks like it means big business on the water. The Targa design with beamy cab portrays a bit of a commercial work boat or even military look to it, but I do prefer it to the diamonds and glitter styled boats on the market.

Stepping aboard, the hardcore visual perception instantly changes as the decks are lined with the luxe look and soft-to-foot Ultralon (U-Dek) in Teak/black brushed. The cockpit consists of modular passenger seating with storage at the stern instead of a permanent bench styled seating arrangement, and I don't mind this at all as the seats can be completely removed or shuffled around the boat to suit. The transom also includes a ski-pole, rollbar rails, and access to concealed plumbing and batteries.

As for cockpit space, the 330 Targa boasts an open deck large enough to take a 10-seater dining room table, suiting commercial operations and recreational boating alike. The large open platform would be ideal for the serious scuba enthusiasts, or even just recreational boaters who love to entertain with lots of family and mates. What about fishing? Most people think you can't fish off RIBs due to the risk of puncturing the tubes, and although there's a hint of truth in that, you can avoid fish spine punctures (particularly bottom fish species) by adding additional tube covers. I had custom clip-ons in heavy duty pontoon material made, and that saved my tubes from spine holes and mis-gaffs. Add a few fishing accessories to the 330 Targa to suit, and you have a multipurpose RIB to please all.

BELOW The latest electronics are backed up by analogue guages along the top of the spacious dash layout

Moving forward, the spacious cockpit leads to the Targa's open cab which includes split screen with wipers, side windows, sunroof, port and starboard rear facing seats with storage built in, deluxe captain and passenger seating with recessed side mouldings, and a spacious and ergonomic dash layout. Electronics include the latest Simrad 16in NSS EVO 3 GPS/Sonar with 1kW transducer, side switch panels, bow-thruster, Lenco trim-tabs, and a separate top panel of analogue gauges. Above the windscreen there's a separate panel dedicated to other electronics, like the Simrad VHF radio and Fusion Apollo series stereo head unit.

Another area that impressed me was the step-down simple but practical dual bunk cabin of sorts. The two 6ft 6in single bunks provide extra storage space, a spot to have a kip, and a neatly hidden electric flush head below the port bunk. The fore cabin door provides access to the open bow, which includes a samson post with handrails and auto-anchor (windlass) system with thru-bow anchor.

Onto performance, well 800hp of supercharged Mercury Verado grunt says it all and at 33ft and with a beam of 2.9m, you will need it. In saying that, the 330 Targa weighs in at around 4 tonnes and that's a good 1-1.5 tonnes less than a decent quality full glass boat of the same size.

Unlike the baby 250 Chase, the 330 Targa sports the straight 6-cylinder (L6) supercharged version of the Verado's. Again, it is a very smooth and quiet motor, and particularly so in the 2.6L supercharged straight 6.

On the water the twin 400s shunt the 330 Targa onto the plane effortlessly and although it's a fair-sized boat, the acceleration is super responsive throughout the rev ranges. The top-end speed on this boat is out of control with a whopping 55.5kt (102.7km/h) achieved at wide open throttle in open water. Now that's humming on the water, however, the ride and handling of the 330 is so smooth you don't feel it. Again, it's not all about top speeds, but rather having the extra power and torque available. You might wonder why bother having so much power? Well, that's simple as overpowering will have your motors working effortlessly at cruise speeds, in comparison to a lower horsepower that's overworking your motors.

A smooth, stable, and dry ride is what you get at civilised cruise speeds. Interestingly there's two notable speeds where economy and range is at its best. At 3000RPM you sit at a moderate 21 knots cruise speed and range of 265 nautical miles off a full tank with 10 per cent reserve (609L). The range then drops at 3500rpm slightly and then pics back up at 4000rpm/34kt, and range only decreasing to 246 nautical miles – so you have the best of both worlds when it comes to controlling cruise speeds to suit the conditions.

Facts & Figures

PROTECTOR 330 TARGA

PRICE AS TESTED

$541,700

OPTIONS FITTED

2 x 400hp Mercury L6 Verado's, Vessel link fitted connect to Simrad screen, 1 x Simrad 16 NSS EVO 3 GPS/sounder, 1kW transducer, 1 x VHF Simrad RS40 AIS with Antenna (Receive only AIS), 1 x Fusion Stereo MS-RA770 Apollo Series, with 6 x speakers XS Series (2 x 7.7in, 2 x 6.5in, 2 x 4in) & Antenna, Bow thruster SP 40 (fit Joy stick controller), Targa Top (full flat glass screens) with Sunroof hatch, Tilt Helm fitted, Electric toilet under port bunk squab (no holding tank), Blue Sea auto battery switching by helm area, Lenco retractable Trim Tabs with LED display, Samson post with handrails (thru bow anchor, Ultralon (U-Dek) Teak/ Black Brushed, Cabin Sole: Ultralon Teak/Black brushed, Vertical back drop with window (Beige colour, Back drop to transom (Beige colour), Marinco 2.5 Marine wiper motor (110 Degree, 2in shaft,12V), Marinco Premier Panto Arms W/ Spray Nozzle, Marinco 20in Black Polymer Wiper Blade, Windscreen Washer Reservoir (1.26 Quarts) & Pump, Fold up s/s teak step boarding ladder with lanyard

CAPACITIES

PEOPLE 12
BERTHS 2 x single bunks
MIN. HP 500hp
MAX. HP 900hp
WATER RAW N/A
WATER FRESH 75L When wet-bar with fridge & freshwater (cold) installed
LENGTH 10.5m (35ft 9in)
WIDTH INFLATED 2.9m (9ft 6in)
DEADRISE 23 degrees
WEIGHT 4000kg approx.
FUEL TANK: 670L

ENGINE

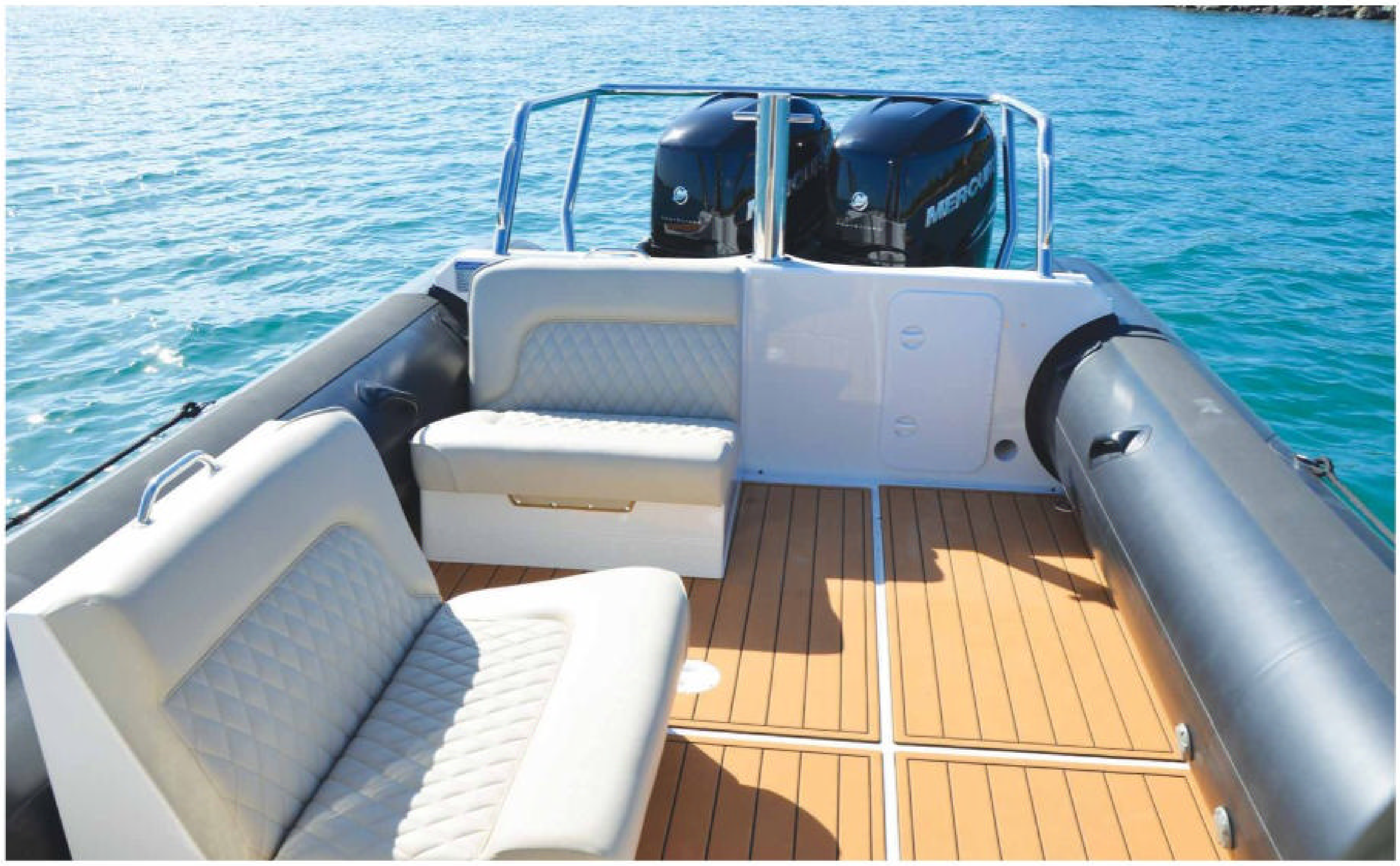
MAKE/MODEL Merc. L6 400HP
TYPE 400CXL
WEIGHT 313kg
DISPLACEMENT 2.6L
GEAR RATIO 1.75:1
PROPELLER 13.6x21p

MANUFACTURED BY

Protector By Rayglass Boats NZ

SUPPLIED BY

Queensland Marine Centre (QMC)
Unit 10, 71 Shipper Drive, Coomera
QLD 4209
PH 07 5519 9035
E sales@qmc.com.au
W qmc.com.au



TOP TO BOTTOM
The luxurious look and feel on-deck contrasts strongly with the sporty exterior, but it's welcome; It's a versatile boat, ready for overnighting or to be accesorised for water sports

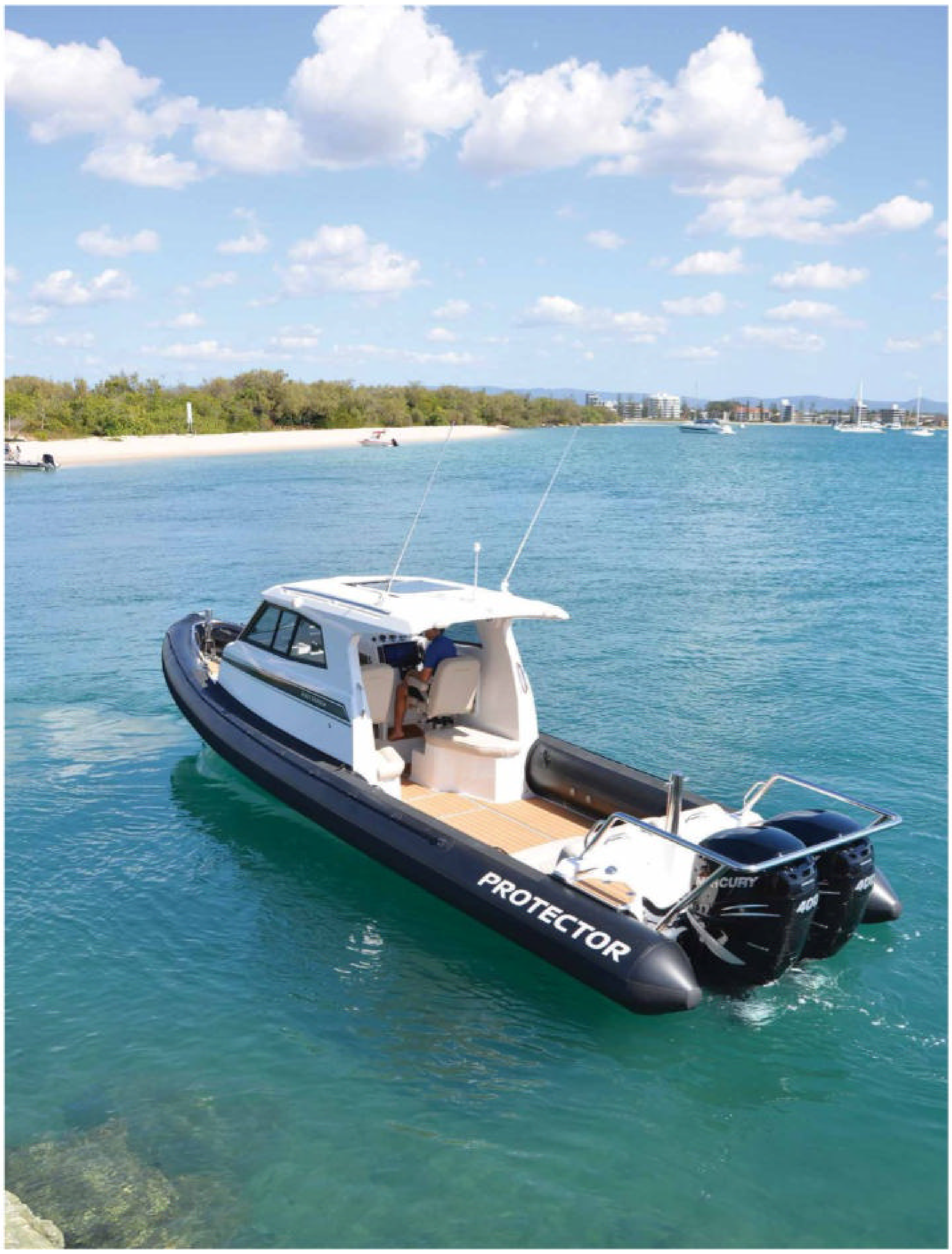
Unlike the smaller 250 Chase, there's a lot more hull to manoeuvre, however, considering the size, it's still quite nimble and responsive. Stability is second to none as the tubes balance the hull nicely in all conditions. Having trim-tabs allows for fine tuning of the ride, however, I did not feel the need to touch them at all. The optional bow-thruster is another worthy box to tick, as it makes docking and tight manoeuvring so much easier.

THE WRAP

Comparing the two models, the 250 Chase is no doubt easier to handle, tow, and with less to maintain of the two. It's an ideal executive tender to a superyacht, can be accessorised to suit multiple water sports, or just be used as a great day boat on the dams, bays or island hopping. What would I add or change? A roll bar on the transom with rod-holders, rocket launchers to the T-top, drop-in backrests for the port and starboard stern seats, and a large esky.

The big girl is in a different league, as the 330 Targa offers longer range in comfort, good protection from the elements, larger volume for more persons and entertaining, could be tricked up to suit overnighters, accessorised to suit multiple water sports, and potentially could be a serious tender to a large superyacht. What would I change or add? The wet bar option and a cooker or BBQ, as well as some decent fishing accessories and bling to suit.

Regardless of model, both boats excel in performance, handling, and stability. The commercial build quality makes them work and play ready, and like all boats, Protector RIBS have numerous option boxes that can be ticked to suit your style of boating.



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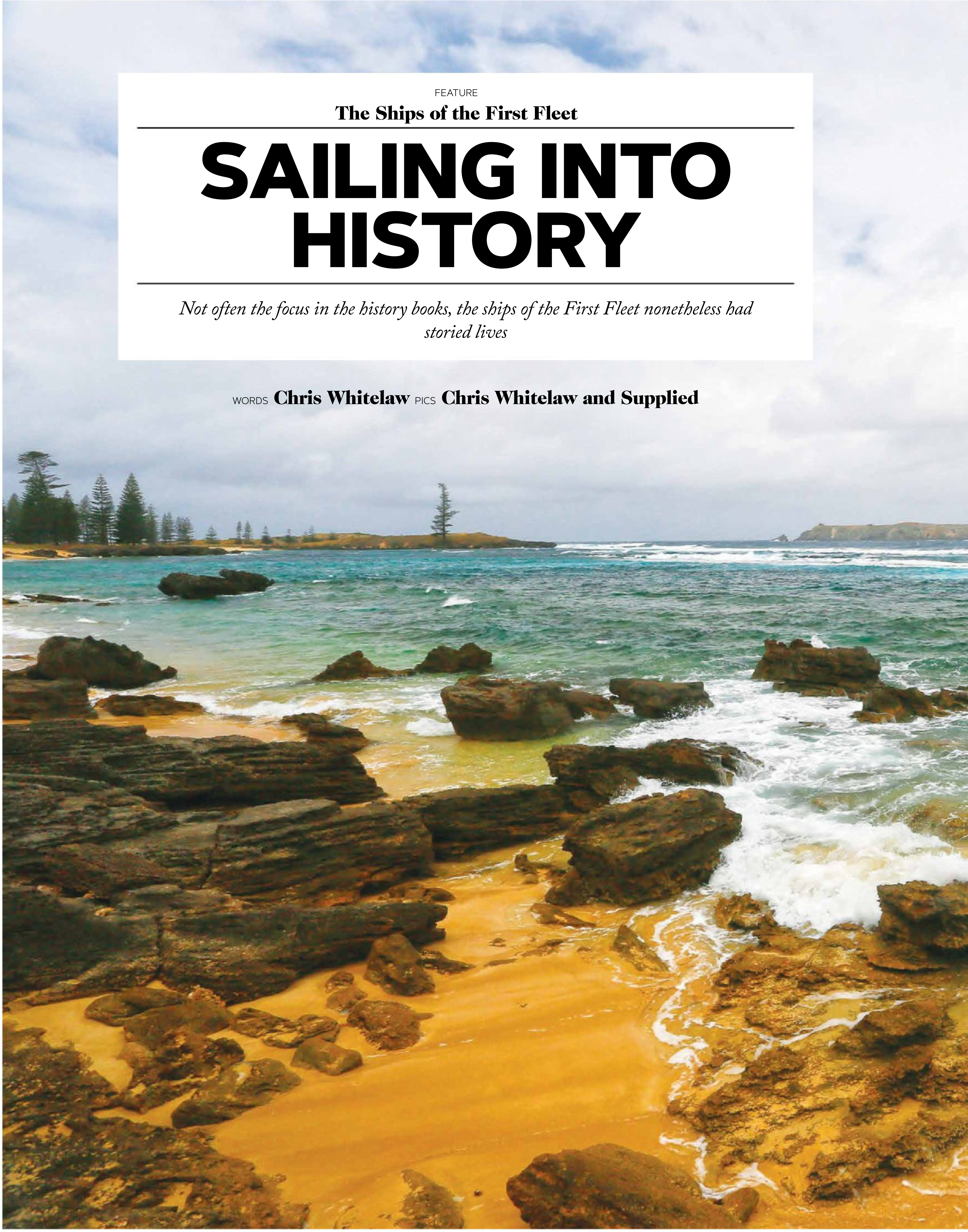


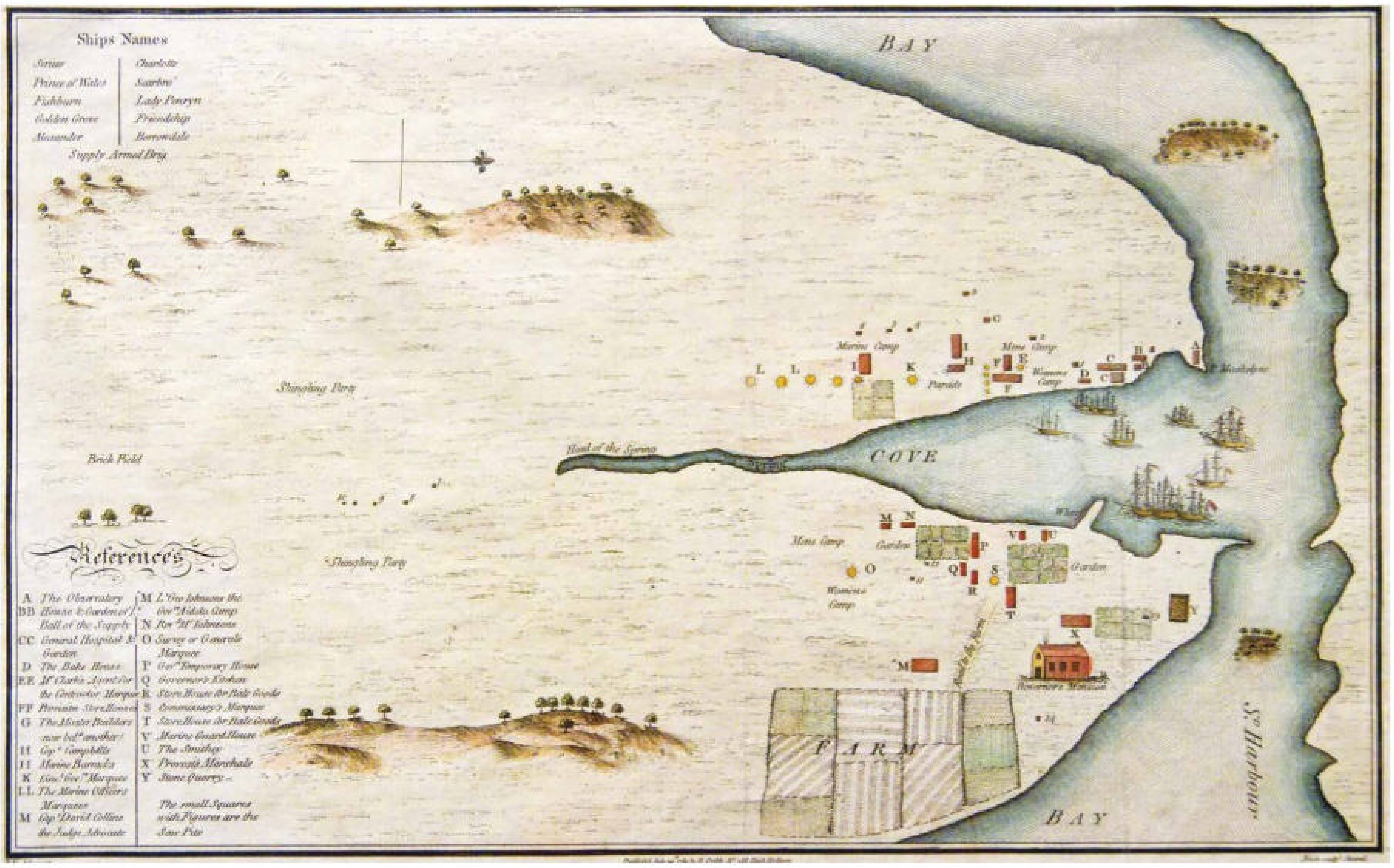
FEATURE

The Ships of the First Fleet

SAILING INTO HISTORY

Not often the focus in the history books, the ships of the First Fleet nonetheless had storied lives

WORDS **Chris Whitelaw** PICS **Chris Whitelaw and Supplied**



In a golden dawn on 13 May 1787, 11 ships set sail from Portsmouth, England, under the command of Captain Arthur Phillip. Later dubbed the First Fleet, this historic convoy consisted of two Royal Navy escort ships (HMS *Sirius* and HMS *Supply*), six convict transports (*Alexander, Charlotte, Friendship, Lady Penrhyn, Prince of Wales* and *Scarborough*) and three store ships (*Borrowdale, Fishburn* and *Golden Grove*).

The fleet was comparatively small given the nature of its mission — to sail halfway around the world and establish a settlement at Botany Bay. Phillip was to be the first Governor-in-Chief of this new Colony of New South Wales.

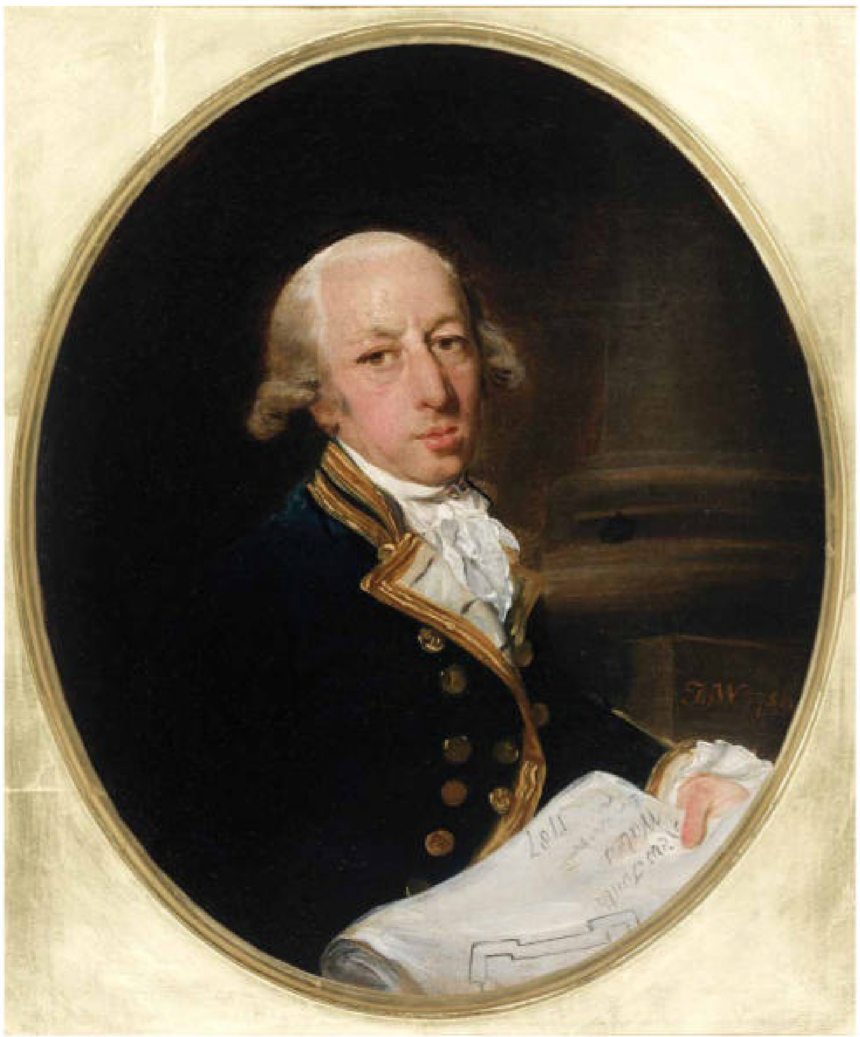
From Portsmouth, they sailed to Tenerife in the Canary Islands, crossed the Atlantic to Rio de Janeiro, then back again to Cape Town, the last port of call before striking out for Terra Australis. After rounding the Cape of Good Hope, he transferred his flag from the *Sirius* to the *Supply* and pressed on with a squadron of the fastest transports — *Alexander, Scarborough* and *Friendship* — as an advance party leaving the second, slower squadron under the command of Captain John Hunter in *Sirius*.

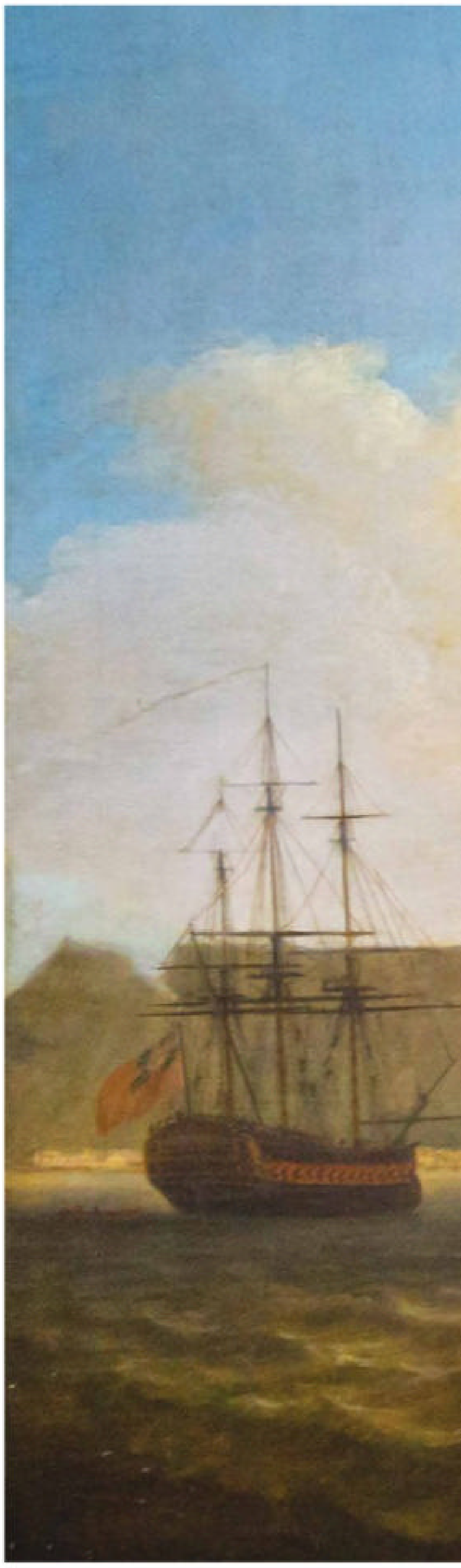
Taking advantage of the 'Roaring Forties', the heavily laden ships plunged across the southern Indian Ocean and rounded Van Diemen's Land in turbulent seas. *Supply* arrived in Botany Bay on 18 January 1788, only two days ahead of the rest of the fleet, all completing one of the world's greatest sea voyages — 24,000km in 252 days — without losing a ship.

TWO INFANT COLONIES

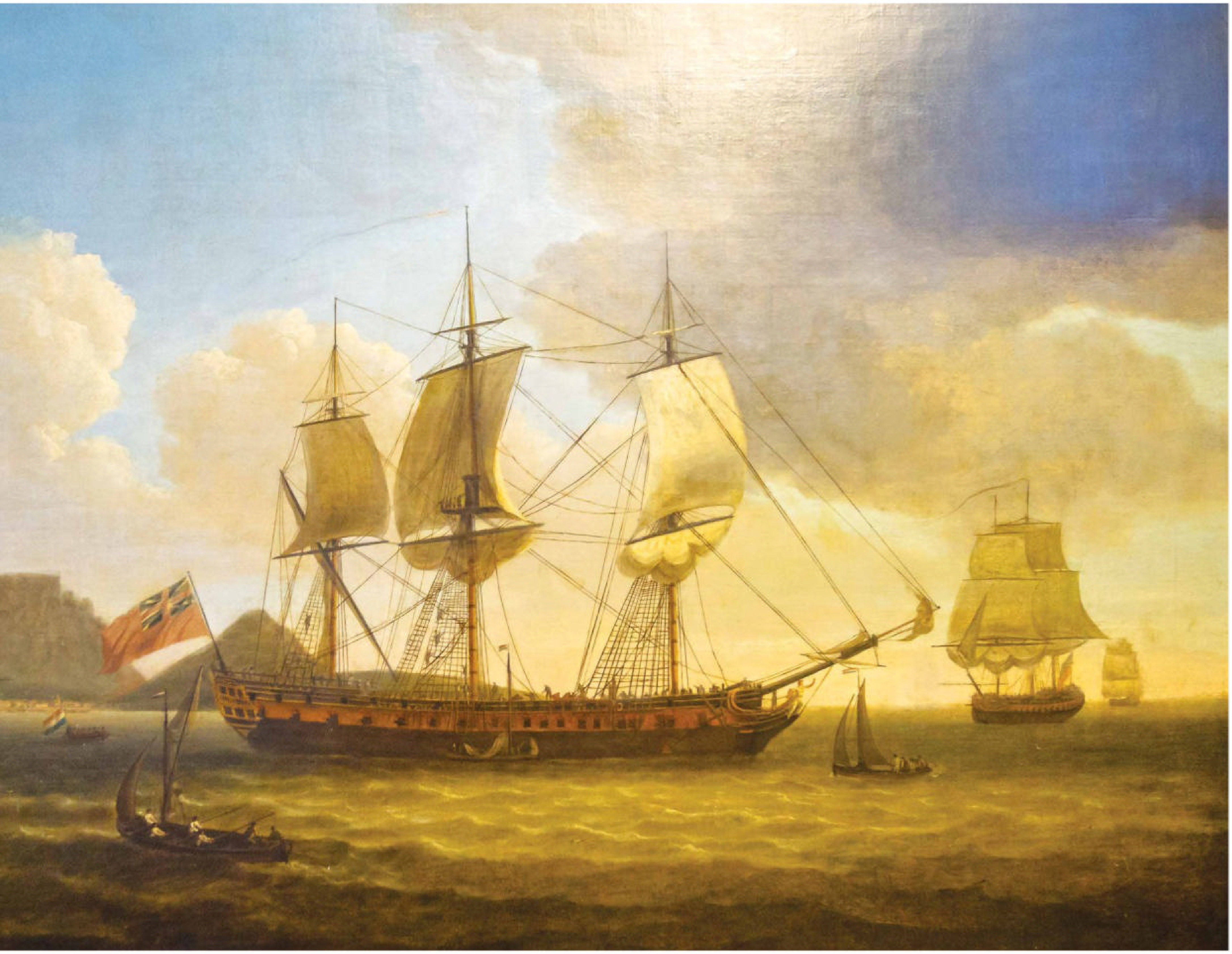
Despite Cook's recommendation, Botany Bay proved unsuitable, and Phillip reconnoitred for a better prospect. Just 12km to the north, he found Port Jackson, which he described as "the finest harbour in the world", and selected a small cove as the site for the new settlement. He named this Sydney Cove, in honour of Lord Sydney, the British Home Secretary.

> **"Completing one of the world's greatest sea voyages — 24,000km in 252 days — without losing a ship"**





CLOCKWISE FROM LEFT Portrait of Captain Arthur Phillip; A sketch of the settlement at Sydney Cove; English ships at anchor in Table Bay, Capetown; Artefacts from the *Sirius* shipwreck displayed in Norfolk Island



The fleet was brought up and, in the afternoon of 26 January 1788, a party hoisted the British flag to formally proclaim the Colony of New South Wales.

The next day, passengers began to disembark — marines, government officials, settlers and their families, and 775 prisoners of the Crown who had been sentenced to transportation. They also began the lengthy process of landing their cargo of provisions, tools, agricultural equipment and all the paraphernalia required to establish a colony, including a prefabricated wooden frame for the colony's first Government House.

On 15 February, Phillip dispatched Lieutenant Philip Gidley King in the Supply, with 15 convicts and seven free men, to establish a second settlement on Norfolk Island, and begin farming activities.

THE LONG JOURNEY HOME

Their fleet duties completed, the transports and store ships were released to pursue mercantile ventures for their owners. Many were chartered to the British East India Company and set off to buy tea and goods in China. By November 1788, they had all departed, leaving only *Sirius* and *Supply*.

The homeward voyages, separately or in company, were arduous. Most were battered by storm-tossed seas, some explored previously uncharted archipelagos, and all were plagued by scurvy which took a heavy toll on the crews. *Friendship* did not complete the journey.

For those ships that survived, the return did not spell the end of their working lives. Some drifted into obscurity without remark, but others returned to commercial trading, engaged in whaling or slaving, or became privateers against the King's enemies. Their post-colonial careers are often overlooked in the wake of Australia's foundation, but they should be recounted to honour their invaluable service and their ultimate ends recorded to properly close this chapter in seafaring history.

LADY PENRHYN

Lady Penrhyn was the first transport to depart Sydney Cove, on 5 May 1788, bound for America to purchase furs to trade in China. By the time she reached Matavai Bay, Tahiti, she was in such poor condition and her crew so ill with scurvy that the voyage had to be suspended for a month. Opting to bypass the American coast, she sailed directly to Canton (now Guangzhou) for a cargo of tea and on to England. When she completed her voyage on 15 August 1789, she had logged 45,000 nautical miles since leaving Portsmouth the year before.

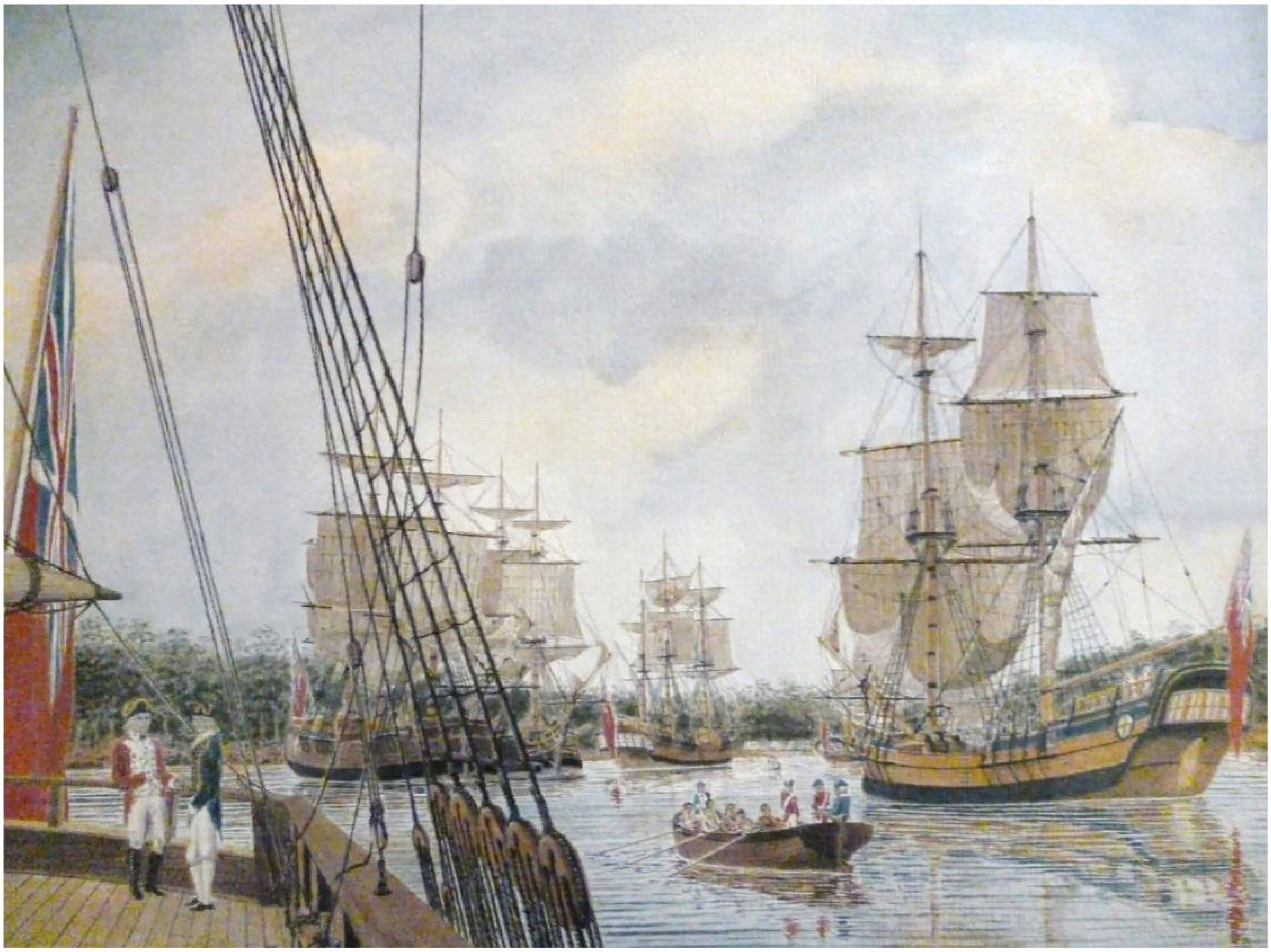
Later that year, she was purchased by London merchants and used on a regular run to Jamaica. In 1795, she was back in government service transporting British troops to the Caribbean to reinforce garrisons against attack by Revolutionary France. On 22 July 1811, *Lady Penrhyn* was in ballast on a run from London to Grenada when she was captured by the French privateer Duc de Dantzig. Her crew were taken prisoner and she was set ablaze and scuttled.

CHARLOTTE AND SCARBOROUGH

Within days of *Lady Penrhyn's* departure from the colony, Captain Thomas Gilbert in *Charlotte* and Captain John Marshall in *Scarborough* left, keeping company on their passage to Canton. After navigating through the islands of Micronesia, they anchored off Tinian in the northern Marianas to rest the crews stricken by scurvy and to forage for food. Disaster was narrowly averted when squalls threatened to drive the ships onto reefs, and they were able to reach Whampoa, China, in September. Cargos of tea and spices were loaded, and essential repairs made to storm-damaged rigging, before continuing to England, where they arrived in June 1789, within four days of each other.

Charlotte was sold to merchants who engaged her as a West Indiaman on the London-Jamaica run. She later served as a transport in the British expeditionary force that captured the Cape Colony from the Dutch in 1806. While still in Cape Town, she took on prisoners from the captured French frigate Volontaire and, as a 'cartel ship', returned them to France. Four years later, she was sold to a merchant in Quebec and sailed out her days in the trans-Atlantic trade until, in November 1818, she sank off Newfoundland on a run to Liverpool.

Meanwhile, *Scarborough* was seconded as one of six convict transports in the notorious Second Fleet, which sailed for New South Wales in November 1789. She departed the colony once more in August 1790 and arrived back in London via Canton about a year later. After major repairs in 1792, *Scarborough*



CLOCKWISE FROM ABOVE A painting of the First Fleet in Sydney Cove; A Sydney Harbour ferry named in honour of *Friendship*; The HMS *Sirius* memorial in Mosman, Sydney

FRIENDSHIP
Transport
Sydney Ferries
FRIENDSHIP
CARNIVAL S

was a merchantman on the London to St Petersburg run, and later in the West Indies trade. In December 1804, she was converted to a privateer and sent off to Barbados. On the way, she encountered a French 16-gun privateer, which *Scarborough* repelled after an engagement lasting an hour, at the cost of one man killed and her first officer mortally wounded. Whether caused by battle damage or the rigours of 23 years' service, in April 1805, *Scarborough* began leaking heavily while at sea off Port Royal, Jamaica, and foundered.

PRINCE OF WALES AND BORROWDALE

Prince of Wales began preparations for the return voyage to England in May 1788, but her departure was delayed for several weeks while she underwent vital repairs to her hull. On 14 July, she set sail in convoy with *Alexander, Borrowdale,* and *Friendship*, all under the overall command of Lieutenant John Shortland in Alexander. Their plan to sail in company to the Cape of Good Hope via Batavia went awry when *Prince of Wales* and *Borrowdale* were separated from the squadron during a severe storm and decided to return to England via Cape Horn.

These two companions lost sight of each other during the Pacific crossing but were re-united in Rio de Janeiro in October. On their separate arrivals, the crews were so depleted and incapacitated by scurvy they had to call on the harbour master for additional seamen to bring the vessels into port. *Prince of Wales*' skipper, John Mason had died from the illness in transit. With both crews sufficiently recovered, the ships set sail from Rio on Christmas Day 1788 and, taking different routes, reached Falmouth, England, almost simultaneously on 25 March 1789, the earliest of the First Fleet ships to return to England.

Borrowdale resumed her occupation as a collier transporting coal from Newcastle to London until, on 31 October 1789, she was struck by a violent gale in the Great Yarmouth roads off Norfolk and sank with the loss of all but one of her crew.

In contrast, *Prince of Wales* enjoyed a much more varied and colourful career in her later years. For about four years after returning to England, she was deployed as a whaler, operating on both sides of the South Atlantic and off Peru in the Pacific. In early 1793, new owners fitted her out as a privateer. She was quite successful in that role, capturing three rich merchant vessels and recapturing two brigs that had previously been seized by French men-of-war.

In mid-1794, *Prince of Wales* was cast in a new role as a slaver. On her first voyage as such, from West Africa to Barbados with 359 slaves, she was captured by a heavily-armed French privateer and taken to St Thomas (then a Danish colony in the present-day Virgin Islands). Through circumstances that are somewhat obscure, she soon returned to British ownership, carrying trade goods between London, the West Indies and the Mediterranean. In 1797, she transferred to Fort Royal, Martinique, and was engaged in the West Indies trade until 1810, after which she disappeared from historical records and her fate is unknown.

ALEXANDER AND *FRIENDSHIP*

After parting company with *Prince of Wales* and *Borrowdale* in July 1788, *Alexander* and *Friendship* made for Canton to procure tea for the British East India Company. By the time they reached Borneo, both crews were wracked with scurvy — *Alexander* had lost 17 seamen to the illness and *Friendship* had only five able to work the ship. With scarcely enough able-bodied sailors to make a single crew between them, Lieutenant Shortland ordered *Friendship's* men and stores to be transferred to *Alexander*, before scuttling *Friendship* on 28 October 1788.

Battling strong currents and the westerly monsoon, *Alexander* limped into Batavia on 18 November, where the exhausted men were able to recuperate for several weeks. Forgoing the rest of the voyage to Canton, *Alexander* sailed for the Cape of Good Hope and arrived in England on 1 June 1789.

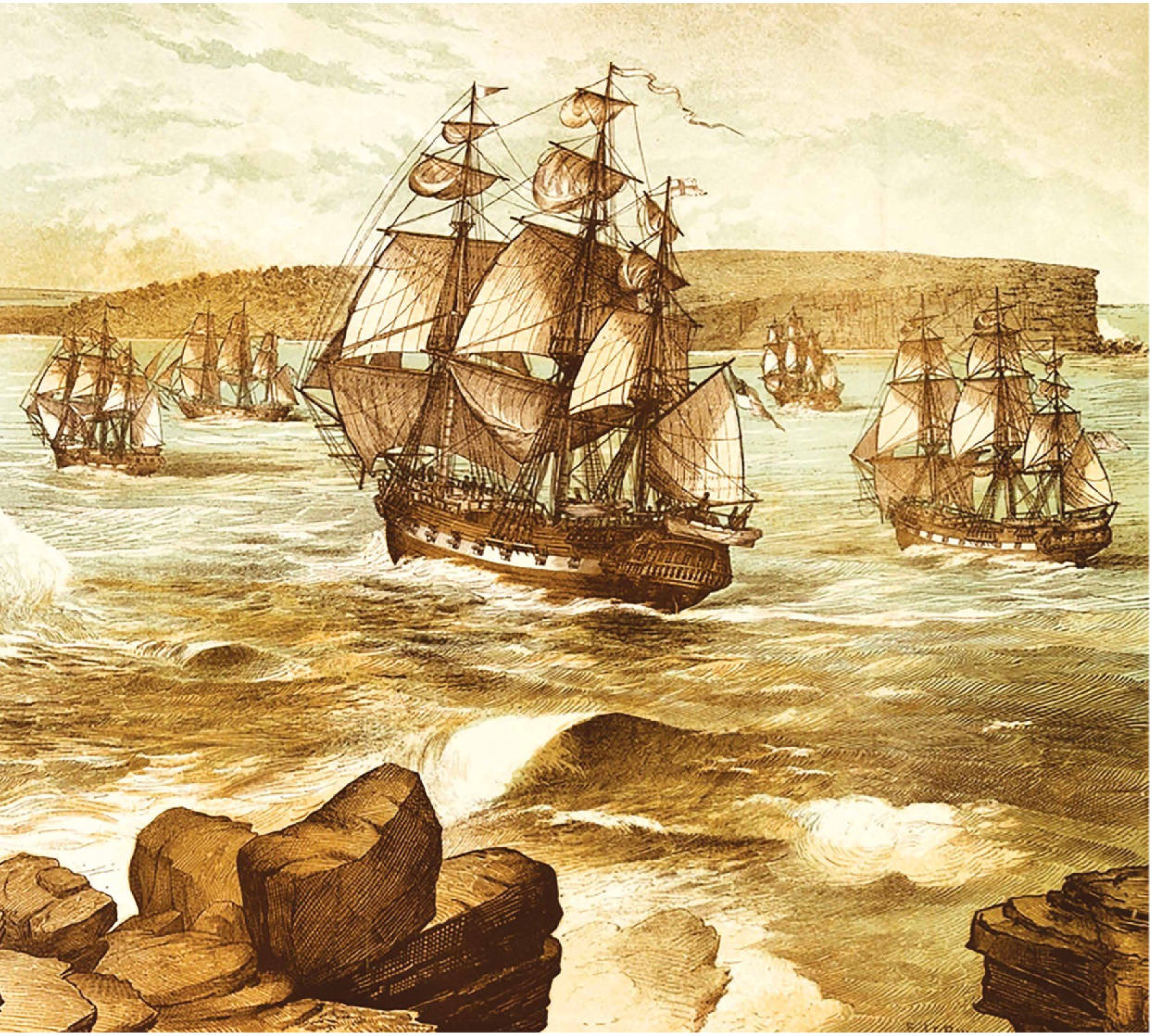
Thereafter, *Alexander's* working life continued under charter to the East India Company, trading out of London and later Hull until about 1809, when she disappeared from the Lloyd's Register. The Register of Shipping still listed *Alexander* in 1810, but with the notation 'Lost' against her name without elaboration.

GOLDEN GROVE AND *FISHBURN*

By July 1788, *Golden Grove* and *Fishburn* had unloaded their cargo of stores, but their departure was delayed while *Golden Grove* accompanied *Supply* with provisions, marines and convicts to the settlement on Norfolk Island. The ships returned to Sydney Cove on 10 November and a week later, *Golden Grove* and *Fishburn* set sail for England. Ignoring Phillip's advice, the vessels sailed east, rounding Cape Horn and reaching the Falkland Islands in mid-January 1789. They stayed for several weeks to take on provisions and allow time for their scurvy-afflicted crews to recover. *Fishburn* arrived in England on 25 May 1789 and *Golden Grove* two weeks later, the fastest return journeys of all the First Fleet ships.

After her discharge from government service, *Golden Grove* was employed for several years

LEFT TO RIGHT The anchor and cannons from the *Sirius* on display in the Norfolk Island Maritime Museum; An artist's impression of the First Fleet entering Port Jackson



in hauling coal from Newcastle. In 1804, her registration was transferred to merchants in Liverpool, sailing the Jamaica run until disappearing from the records in 1811.

Fishburn's fate is uncertain. One source has it that she disappeared from the records after being discharged from Her Majesty's service at Deptford, nine days after returning from Port Jackson, while another claims that she was lost in a storm off Gunfleet Sands, Thames Estuary, in October 1789.

HMS *SIRIUS*

As an armed storeship with twenty guns, *Sirius* was both the colony's main defence and a crucial link in its supply line. She remained in Port Jackson until 2 October 1788, when she was dispatched to Cape Town for supplies to relieve a critical shortage of food in the colony. After loading her cargo, *Sirius* rounded the Cape of Good Hope and made good time crossing the southern Indian Ocean to arrive at Sydney Cove on 9 May 1789, much to the relief of Phillip and the beleaguered colonists.

In doing so, *Sirius* became the first vessel to completely circumnavigate the globe in the belt of the Roaring Forties, but she took a battering along the way. Encountering heavy weather off the south coast of Tasmania, she narrowly escaped being wrecked on a lee shore but sustained severe damage forward and lost her figure-head of the Duke of Berwick in the process. Back in Port Jackson, she had to be careened in Sirius Cove (present-day Mosman Bay) for four months for repairs.

By February 1790, food in the colony was once again in short supply and the settlers were on the brink of starvation. To avert disaster, Philip sent *Sirius* and *Supply* to Norfolk Island with 400 convicts to boost manpower for farming there and relieve pressure on government supplies at Sydney Cove. On 19 March, the ships were anchored in Slaughter Bay, opposite the main settlement at Kingston, when a sudden storm trapped them against a rocky lee shore. *Supply* managed to stand safely out to sea, but *Sirius* was thrown back onto the reef and wrecked.

After his return to England in 1792, Captain Hunter was called before a court martial over the loss of *Sirius* but was 'honourably acquitted'. In 1795, he was appointed to succeed Arthur Phillip as Governor of NSW. The archaeological remains of *HMS Sirius* in Slaughter Bay are the only known in-situ remnants of a vessel of the First Fleet. The wreck site is protected by legislation and was inscribed on the National Heritage List in 2011.

> **“During the following year, the doughty *Supply* made further trips to Norfolk Island but returned so badly damaged from her last mission that she was ordered back to England.”**

TOP TO BOTTOM Aerial view of modern-day Portsmouth Dockyards; Models of the First Fleet on display at the Sydney Living Museums. Image: Sydney Living Museums

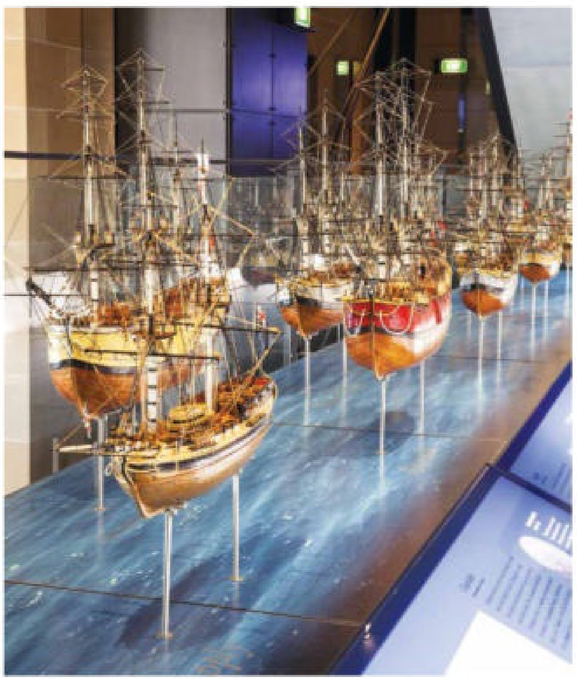
HMS *SUPPLY*

The loss of the *Sirius* was a cruel blow to the colonists, who were left with scant food and only one ship — the *Supply*. By far the oldest and smallest ship in the First Fleet, *Supply* had performed yeoman's service as the naval tender and armed companion of *HMS Sirius*, and had made numerous trips between the Port Jackson settlement and Norfolk Island. Now she was thrust into the breach once more.

In a desperate throw of the dice for the survival of the colony, Phillip ordered Lieutenant Ball to Batavia in *Supply* to procure emergency supplies. She left on 17 April 1790 and returned five months later with much needed provisions, followed soon after by the Dutch vessel, *Waaksamheid*, which Ball had chartered to carry additional stores.

During the following year, the doughty *Supply* made further trips to Norfolk Island but returned so badly damaged from her last mission that she was ordered back to England. She left Port Jackson for the last time on 26 November 1791 and, sailing via Cape Horn, reached Plymouth to complete a circumnavigation of the globe on 21 April 1792 — the last of the Fleet to return home.

Within two months of her return, *Supply* was sold at auction for £500 to a London coal merchant. Under the new name of *Thomas and Nancy*, she carried coal in the Thames area for the rest of her working life until about 1806, after which her fate is not known. Gone but not forgotten, in October 1793, the Admiralty purchased the American mercantile ship, *New Brunswick*, named her HMS *Supply* and sent her out to Port Jackson to replace her predecessor. Her name also graced a Royal Australian Navy replenishment oiler, which served between 1962 and 1985.



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Talking torque

with ANDREW NORTON

VOLVO PENTA D8-600

Strictly Planing

In the past decade, Volvo Penta has been working hard to reduce engine weight of recreationally-oriented diesels while still providing heaps of torque and maximum power. The 7.7L D8-600 inboard is one of these models.

Having a 'Rating 5' or the top of five models based on the same engine, the D8-600 should only be used in planing hulls. It develops maximum power at 3000rpm, which may seem high compared to competitors' engines in its piston displacement range, but in fact, it's not.

Take the Yanmar 6CX 530, for example. This 7.4L straight six develops maximum power of 523bhp at 2900rpm, so 3000rpm is not at all high in comparison. The Yanmar produces 1600 Newton Metres of torque at 1900rpm and with a hydraulic gearbox weighs 914kg.

Yet with a hydraulic box, the D8-600 weighs 928kg, or a mere two per cent more, but develops a maximum output of 591bhp — 13 per cent more — while at 1755NM, the torque is ten percent higher. And it's developed in a completely flat torque curve from 1640–2400rpm. At wide open throttle, the Yanmar uses 102L/h compared to 120 for the D8-600. The latter uses 18 per cent more fuel for its 13 per cent power gain, so it's a fairly stressed engine and needs very careful propping to ensure it reaches its designed WOT rpm, or slightly above this figure.

An example of the US competition is the Cummins QSC8.3 — 500, an 8.3L straight six that develops a lazy 493bhp at 2600rpm but a whopping 1799NM at only 1800rpm. This engine weighs 969kg with a hydraulic box and uses (when tested in a Sea Ray 44) 94.6L/h at WOT. So, while the D8-600 scores on maximum output, it doesn't have the bottom end grunt of the 8.3. The D8-600 develops 20 per cent more power but uses 27 per cent more fuel, so it's best operated continuously at 2600rpm or below.

IN THE DETAILS

Like its less powerful D6 counterpart, the D8-600 has 24 valves operated by double overhead camshafts. Whether or not these are belt or chain driven is unknown but looking at photographs of the engine, it appears the camshafts are chain driven. The four valves per cylinder provide better engine 'breathing' in the upper rpm ranges and enable the D8-600 to achieve IMO Nox (oxides of Nitrogen) Tier 11, EU RCD Stage 11 and EPA Tier 3 exhaust emissions compliance.

Unlike the D6 IPS 600, the D8-600 has twin-turbos instead of a combined supercharger and turbocharger system. The first turbo spins more freely to quickly develop torque and power, while the second is designed to pump more air into the combustion chambers as exhaust gas pressures increase. The twin-turbo design eliminates the need to have an electro-magnetic clutch to engage the supercharger.

As standard, the D8-600 has heat exchanger cooling with seawater cooled after cooler and sump oil cooler to reduce overall engine weight and dimensions. Another strange design is the low-mounted sump oil dipstick which in a tight bilge could be difficult to access. Similarly, the sump oil filler cap is mounted low on the same side.

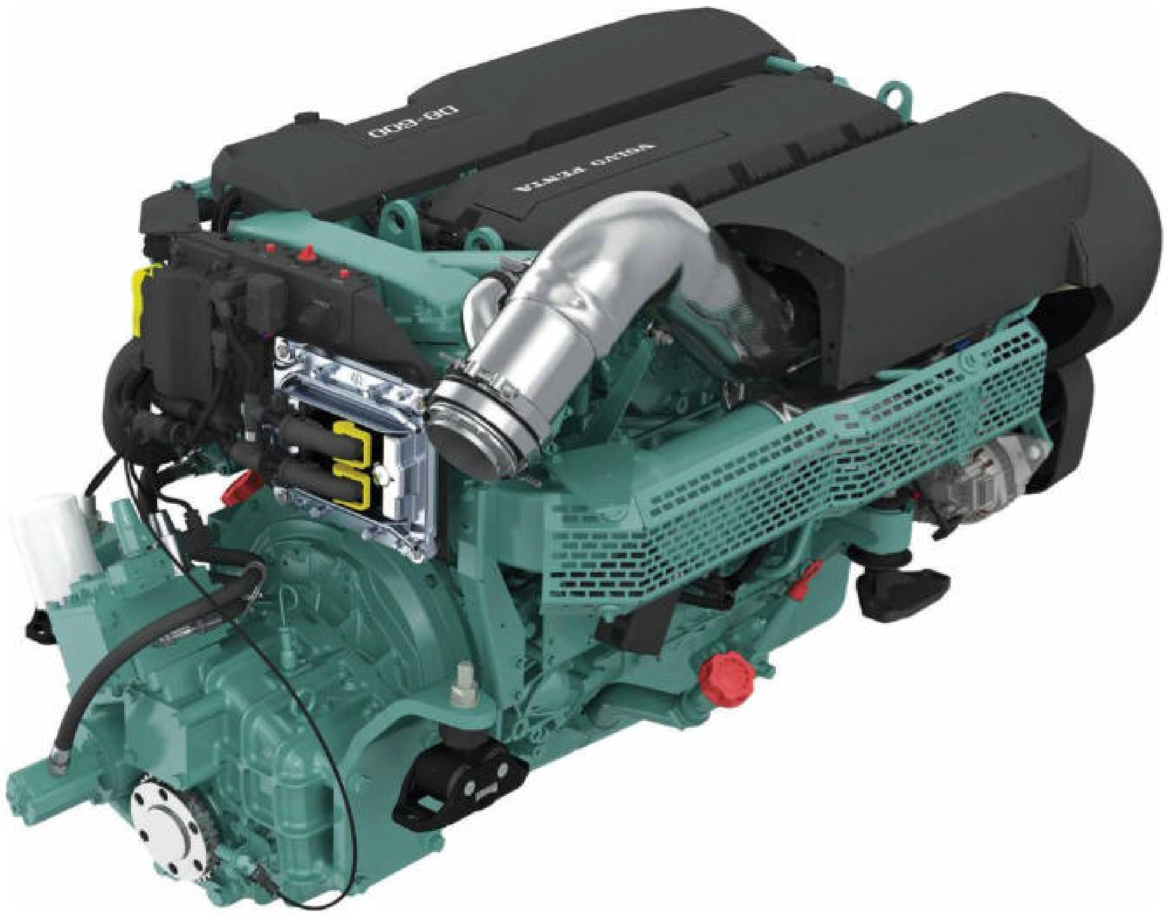
Volvo Penta doesn't stipulate recommended oil, but I suggest using a diesel-specific SAE 15W40 oil and changing this and the oil filter every 100 running hours or six months. With engine manufacturers stipulating ever-longer oil intervals this may seem overkill — but remember, the D8-600 is a fairly highly stressed engine and clean oil is essential for engine longevity.

Oddly enough, the D8-600 has only a single canister oil filter and single fuel filter, whereas

Sea Trials

As mentioned before, because of its fairly stressed design, the D8-600 needs very careful propping and should reach at least 3100rpm at WOT with normal hull loading and a clean hull. The torque rise from 600rpm is incredible and even at WOT the engine still develops 80 per cent of maximum torque. The actual fuel flow may be slightly higher when coming out of the hole than listed below due to increased engine load and the EMS injecting more fuel to compensate.

RPM	MAX TORQUE	BHP ABSORBED BY PROP	L/H
600	650	20.1	4
1000	850	40.2	9
1400	1300	130.0	19
1640	1755	140.8	29
1800	1755	167.6	31
2200	1755	268.1	55
2400	1755	335.1	68
2600	1600	402.1	80
3000	1400	583.1	120



the D6 has doubles of both. The electrical system is 24V (alternator amperage unknown) and additional 12V or 24V alternators may be quickly attached.

Complete with ZF286A hydraulic gearbox, the D8-600 is 1739mm long, 1077mm wide and 1006mm high. Compared to the 6CX 530, it's two per cent shorter but 20 per cent wider and eight per cent taller. So, unusually for a straight six, ensuring enough servicing space between engines in twin installations may be an issue, although the relatively short length is a real benefit.

ON THE WATER

Unfortunately, when compiling this review, I was unable to find any real-life tests of this engine on line. Plenty of clips on IPS drives, but nothing on inboards.

Volvo Penta claims its 5.5L D6 IPS 600 provides comparable output to a 600hp inboard diesel. But does it? The D8-600 develops 36 per cent more power but a whopping 67 per cent more torque, yet is only one per cent heavier. Of course, the difference would increase when stern gear such as prop shafts, props and rudders are added but in any inboard engine installation, these additional weights are only a small part of the total engine weight.

So, would the D6 IPS 600 provide comparable performance to the D8-600? Frankly, I'd love Volvo Penta to set up identically-hulled boats for a back to back comparison. After all the weight differences would be little even allowing for the stern gear of the D8-600. I guess time will tell, but I remain sceptical. However, if the D6 IPS 600 does perform as well as the D8-600, then the Wide Open Throttle fuel consumption of 84L/h represents a whopping 30 per cent reduction in fuel usage.

THE WRAP

In my opinion, the D8-600 is well suited in twin installations to planing-hulled cruisers in the 13–14m range. When using hull tunnels, even allowing for the exposed props, shafts, and rudders, the draft would be significantly less than IPS drive units. And way less maintenance for boats left afloat for long periods between slipping. Plus only small holes in the hull for the prop shafts instead of hull bottom cut outs that rely on rubber seals to prevent water ingress.

Of course, no shaft drive set up can equal the hull control of twin IPS drives, which can angle up to 30 degrees port or starboard and independently of one another using the joystick control provided.

I guess it comes down to personal preference and how frequently the boat will be used. I'm a fan of shaft drives because of their inherent simplicity, and I see inboards such as the D8-600 being around for a long time yet!

For more on the D8-600, Google Volvo Penta dealer locator.

Quick specs

VOLVO PENTA D8-600

ENGINE TYPE Cross flow DOHC 6 cylinder CR turbo-after cooled diesel
CRANKSHAFT OUTPUT 591.2/599.6 at 3000rpm*
MAX TORQUE 1755NM at 1640 to 2400rpm
PISTON DISPLACEMENT 7.7L
BORE X STROKE 110 x 135mm
DRY WEIGHT WITH G/BOX 928 KG

**Brake horsepower/metric horsepower*

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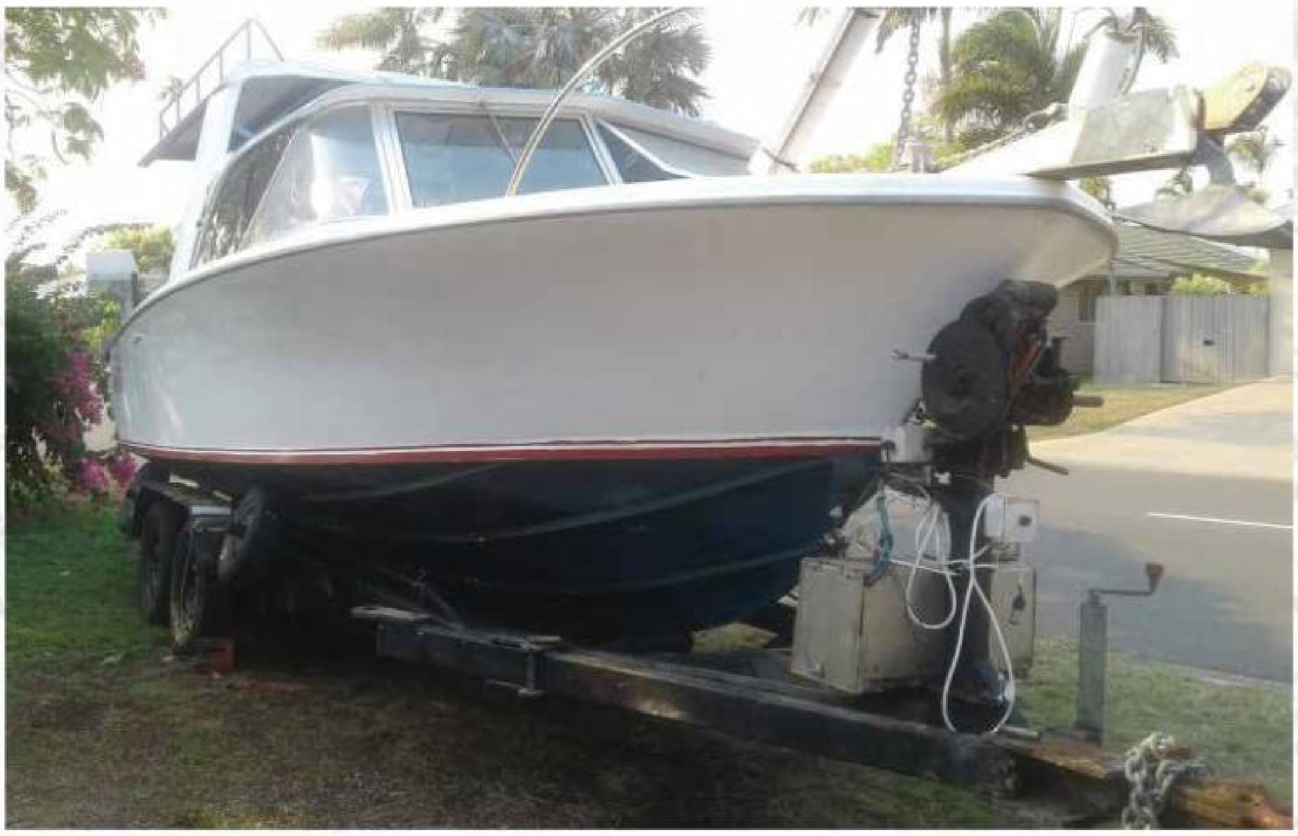


1981 BERTRAM 25 White
25ft Bertram with twin motors on registered tandem trailer **TAB13493**

QLD 0427879672 (P) **$25,000**

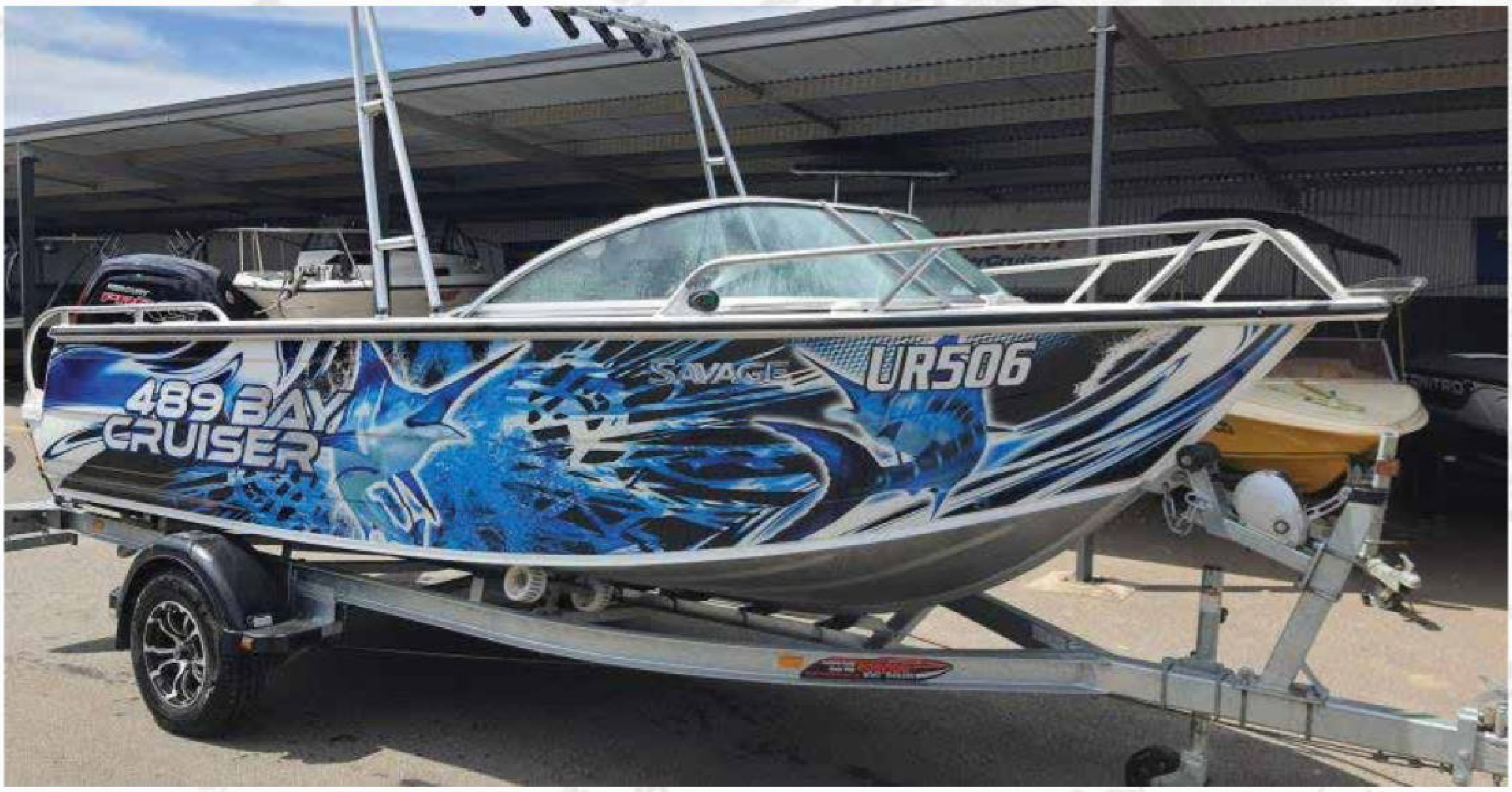
1974 Perkins T6.354 Lowline
Perkins T6.354 Lowline 175HP **TAB10745**

WA 0428855100 (P) **$14,000**

90
MERCURY
MERCURY

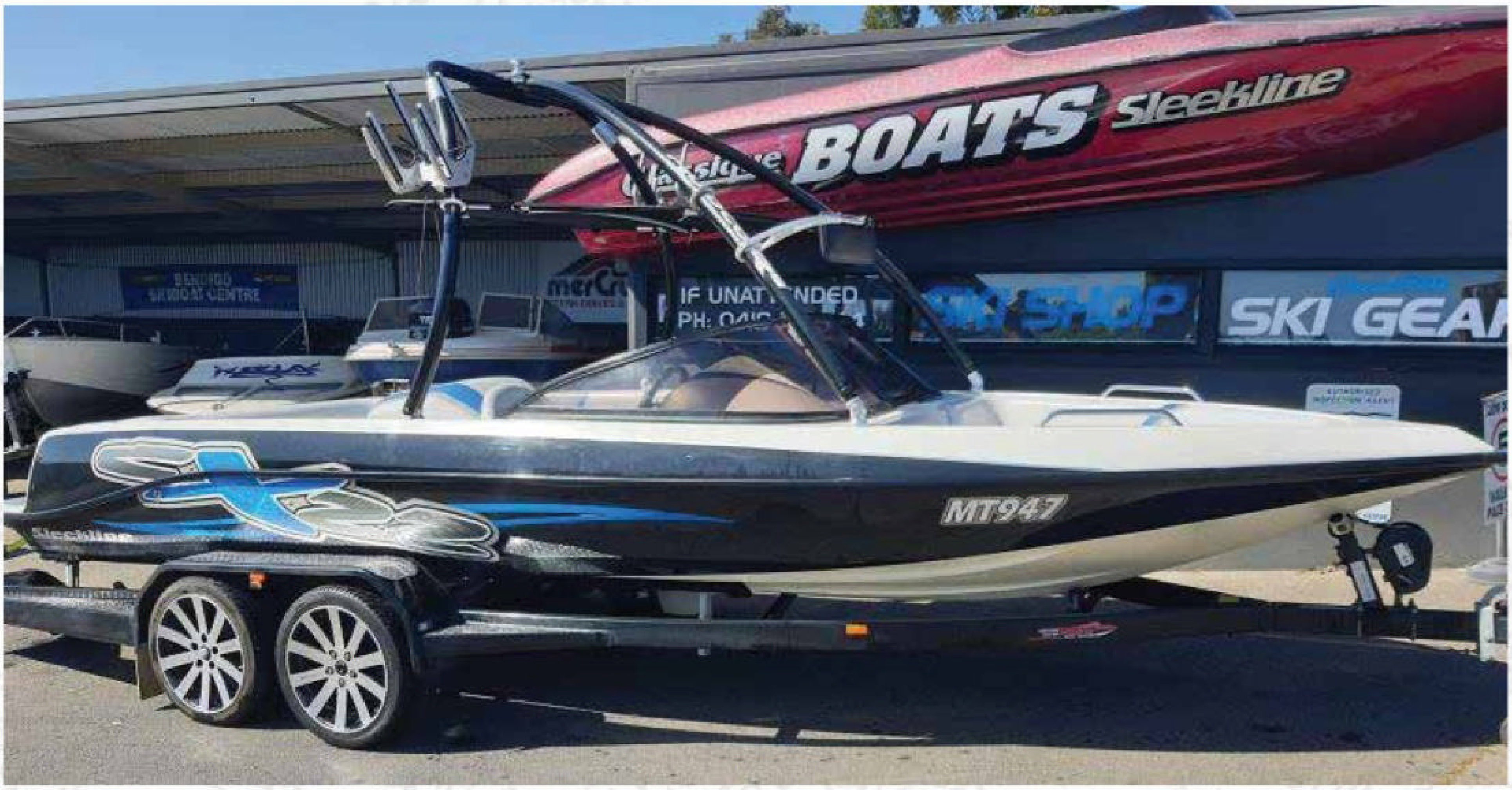
Mercury 90Hp
Mercury 90Hp | Oil Injected | Long Shaft | Power Trim/Tilt | 2013 | $5900 | TA106875

QLD 07 4153 1819 (D) **$5,900**



2016 SAVAGE 4.85 BAY CRUISER 2
SAVAGE BAY CRUISER FISHING BOAT NEW MERCURY 115 HP XS PRO 4 STROKE 3 YEAR FACTORY WARRANTYDELUX SEATS LARGE FUEL TANK HYDRALIC STEERING ON NEW EASTO EYE BEAM GAL TRAILER ROCKET LAUNCHERS ROD HOLDERS STEREO FOR MORE INFORMATION ON THIS BOAT GIVE PHIL MORISON A CALL AT BENDIGO SKI BOAT CENTRE 0418511444 **TA108640**

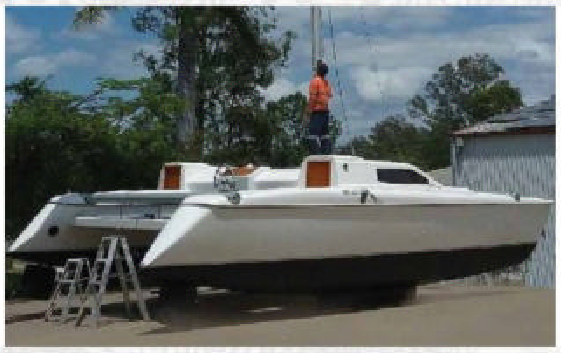
VIC 03 5441 4488 (D) **$42,000**



2011 SLEEKLINE CX22 WAKE CURRENT

SLEEKLINE CX22 WAKE 315HP PCM WITH FORWARD NEUTRAL REVERSE GEARBOX FUSION MPS3 PLAYER FLUIDCORE WAKE TOWER WITH FLAT TOP BIMINI COMBO BOARD RACKS ONLY DONE 175 HOURS SINCE NEW ON TANDEM EASYTOW TRAILER WITH CHECKERPLATE GUARDS AND STEPS VICTORIAN REGOS 12 MONTHS TA108638

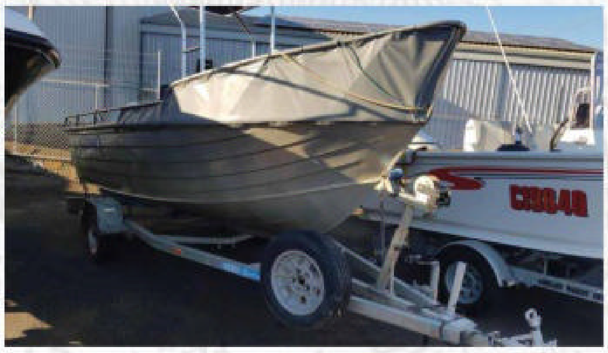
VIC 03 5441 4488 (D) **$49,000**



2020 CROWTHER CATAMARAN

2019 BRAND NEW CATAMARAN
TAB10654

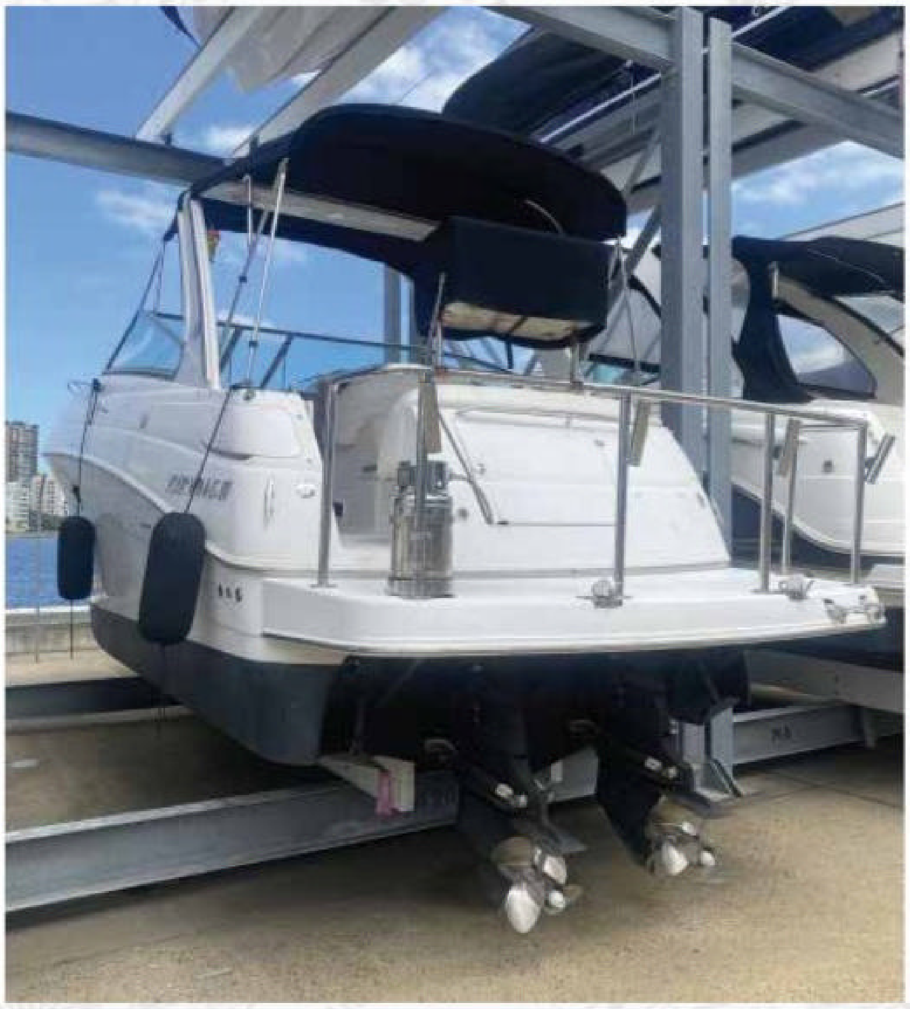
VIC (P) **$125,000**



Used | 4.3m Stessl | 50HP Etec

Stessl 4.3MT Centre console | 50HP Evinrude ETEC | Redco trailer | Raymarine Dragonfly | GME VHF | T top | $10,900 | TA106782

QLD 07 4153 1819 (D) **$10,900**



2005 FOUR WINNS Vista 288 White

2005 Four Winns Vista 288 TAB13427

NSW 0448814087 (P) **$60,000**

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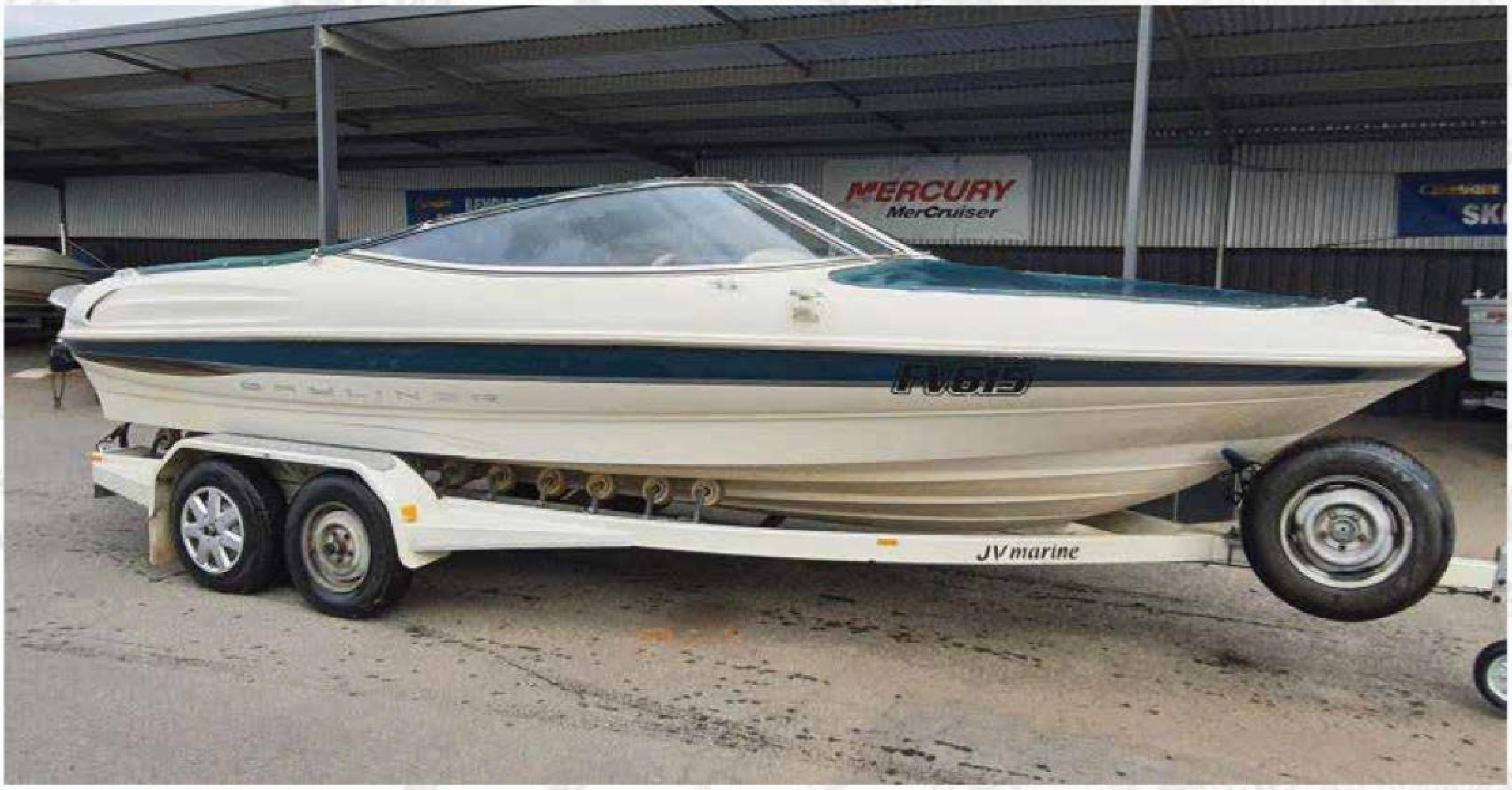
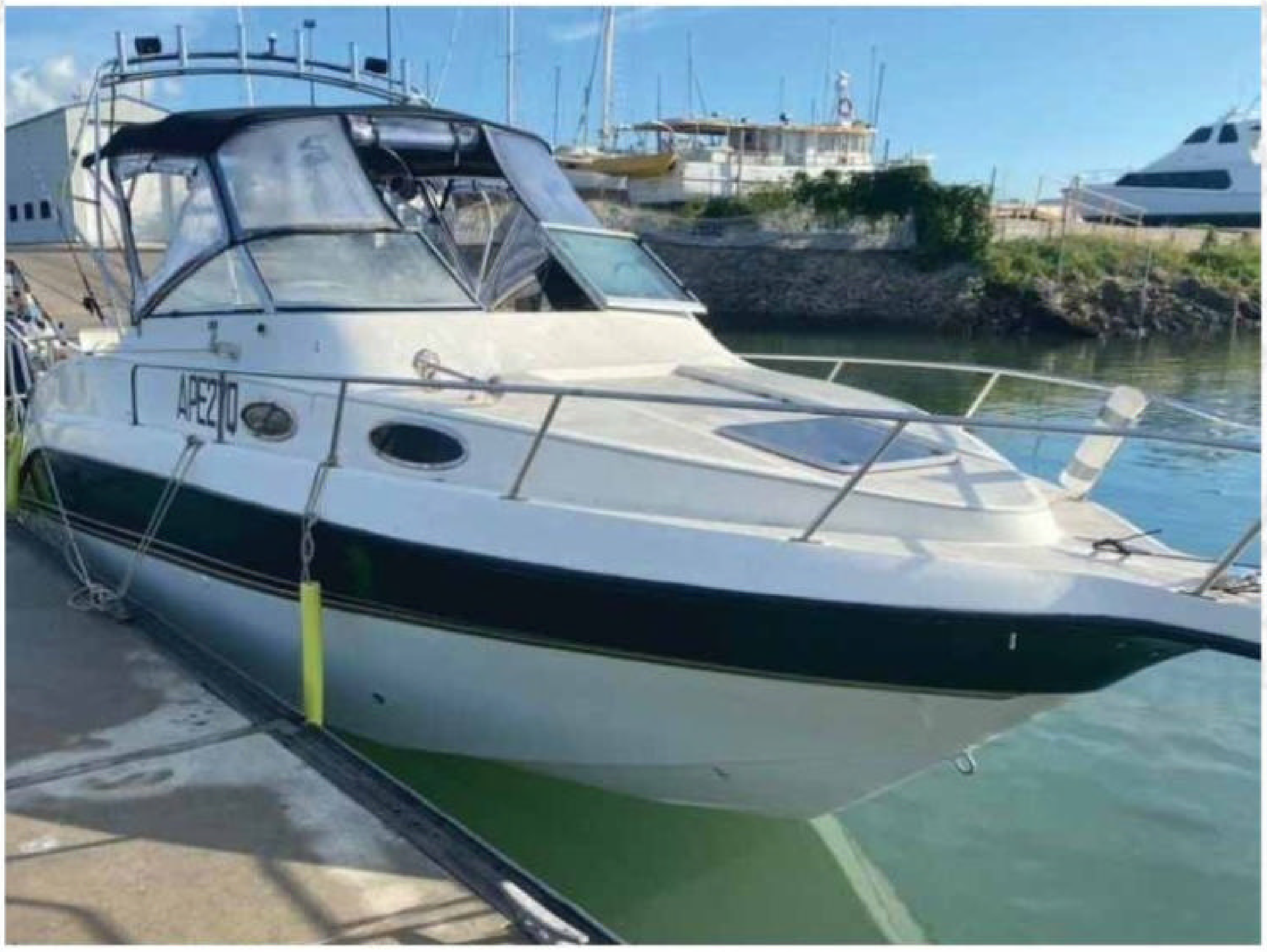


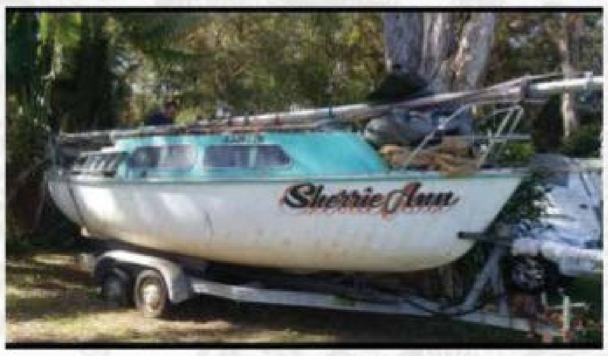
2002 BAYLINER 2050LX
BALINER 2050 LX 2002 MERCRUISER 5.7 V8 MPI WITH ALPHA STERN DRIVE LEG TRAVEL COVER FISH FINDERS MARINE RADIO AND STEREO TRAVEL COVERS VERY LOW HOURS ON FULL ROLLERMATIC EASYTOW TRAILER FOR MORE INFORMATION ON THIS BOAT GIVE PHIL MORISON A CALL AT BENDIGO SKI BOAT CENTRE 0418511444 **TA108192**

VIC 03 5441 4488 (D) **$28,500**



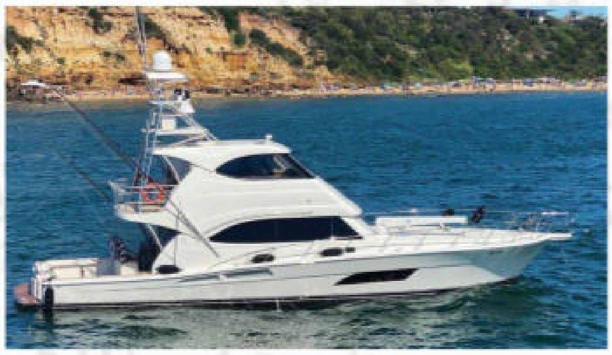
1998 Renken 255 Beige
American Import, Luxury at its best. **TAB13231**

QLD 0411494464 (P) **$55,000**



1980 TIMBER TRAILER SAILER
25ft timber trailer sailer. 4 berth, 3 sails. Toilet, kitchen, 9.9 outboard motor. Tender and all accessories. **TAB10638**

NSW 0432615531 (P) **$5,000**

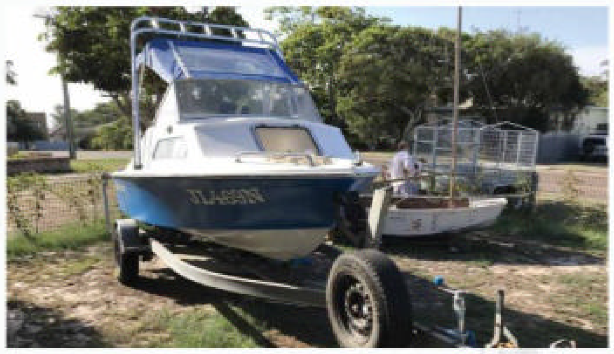


Riviera 63 series 2
TA102331

VIC 03 9598 7777 (D) **$1.79mil**

1987 CUMMINS 555BC 320HP Marine Engine
2 x Cummins 555BC 320HP Marine Engines in good working order $12000Davco 350kg folding davit $10002 Fiberglass Mufflers/Aqualift 150mm in and out $400 for both TAB13157

QLD 0417764454 (P) $12,000



1985 HAINES HUNTER Blue
Haines Hunter V146C 70 HP half cabin power boat. TAB10583

NSW 0437658099 (P) $6,000

2007 TABS OCEAN SERIES CABIN
2007 6.6m Tabs oceon series,plate alloy 5mm on bottom and 4mm on sides and 4mm alloy floor. TAB13506

QLD 0438717350 (P) $55,000

20075-2007-four-winns-vista-278
TA107277

VIC (P) $75,000

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2020 Bali Catamaran Bali 41
BALI 4.1 "Shiloh" Owner's Version with 3 cabins 3 Heads is currently located in La Rochelle, France, she is a brand new vessel and has never been used.PLEASE NOTE The Vessel Price is 495,000.00 EUROS (Approximately 742,000 AUD depending on time of conversion)The BALI CATAMARANS brand strives to create living spaces that are as wide and open as possible, so as to offer owners ever more intense use of their boat. **TA105118**

QLD 04 5703 6756 (D) $742,000

2019 CRUISE CRAFT RANGER
Up for sale, is my fully restored Cruise Craft Ranger.I bought the boat in original condition, stripped everything out, and repainted with 2 Pac. **TAB10517**

VIC (P) $21,000

1997 HAINES HUNTER 580CC Pro
Chance to own a legendary boat like this are rare! Just don’t make them like they used to! **TAB13494**

VIC 0401 920 834 (P) $49,888

2015 VOLVO PENTA D11 Marine
Engine has done approximately 1100 hours, it was part of an IPS set which had been upgraded, Note there are no controls with this engine. **TAB13019**

VIC 0419312952 (P) $33,750

565R
HAINES HUNTER
MACKAY

2021 HAINES HUNTER R-Series 565
*** IN STOCK PRICED TO CLEAR**NEW 2021 HAINES HUNTER 565R.NEW 2021 YAMAHA F130XA four stroke motor.NEW 2021 MACKAY MLJ5250T-13-M C channel trailer.Black slab side hullAll standard factory features..Yamaha 703 control, CL5 gauges, S/Steel prop.Electric anchor winch, Rope, Chain, Anchor.Stainless steel 32mm bow rail, Stainless steel 32mm rocket launchers,Custom made Bimini top only,Automatic bilge pump. TA104976

VIC 03 9369 0099 (D) **$81,800**

Leroda
EJ418Q

1986 HAINES HUNTER Hard Top 625 Blue
“LERODA”Is a Classic 1986 Haines Hunter Hard topLoving restored and enjoyed since 2006FEATURES INCLUDE;? Length - 6.5 metres, which includes the pod fitted with grab rails and swim ladder. The pod was installed by Hervey Bay Fibreglass.? Draft - 0.7 m? Suzuki 200 Hp Outboard, Dec 2005. TAB12991

QLD 0427062614 (P) **$49,500**

2020 BARGE HIGH SPEED LANDING GREY
8.8Metre Aluminium Landing Craft is now complete and ready for operation. She is built to NSCV Class 1D Standard. The vessel can carry up to 2.5 Tonne TAB10512

Thailand +66 804406355 (P) **$220,000**

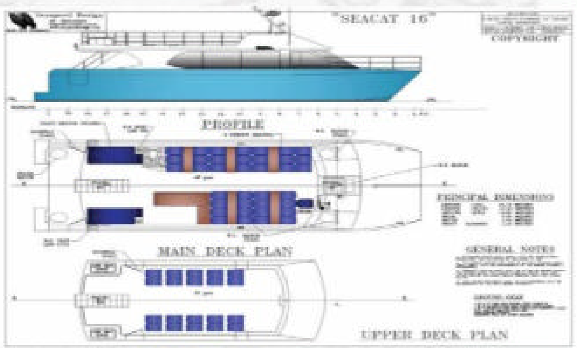
SEAMASTER
429

2019 STACER 429 SeaMaster Revolution White
2019 build purchased 2020 , 4 years factory warranty on compete packageEtec40 16 hoursSpare new propH/duty eyebeam alley trailer TAB13462

VIC 0488 203 785 (P) **$25,900**

2007 VOLVO PENTA KAD300-A with DPG Leg
840 hours, excellent condition, service records. New Turbo and Water cooler in April. Complete package available to test drive. Comes with all gauges, engine management and steering equipment. **TAB12745**

NSW 0475700267 (P) **$13,490**



2020 POWERCAT MULTI HULL
16 Metre Spec' Aluminium Catamaran is currently nearing completion construction in Pattaya, Thailand and is being built to Australian NSCV Class 1C st **TAB10510**

Thailand +66 804406355 (P) **$880,000**

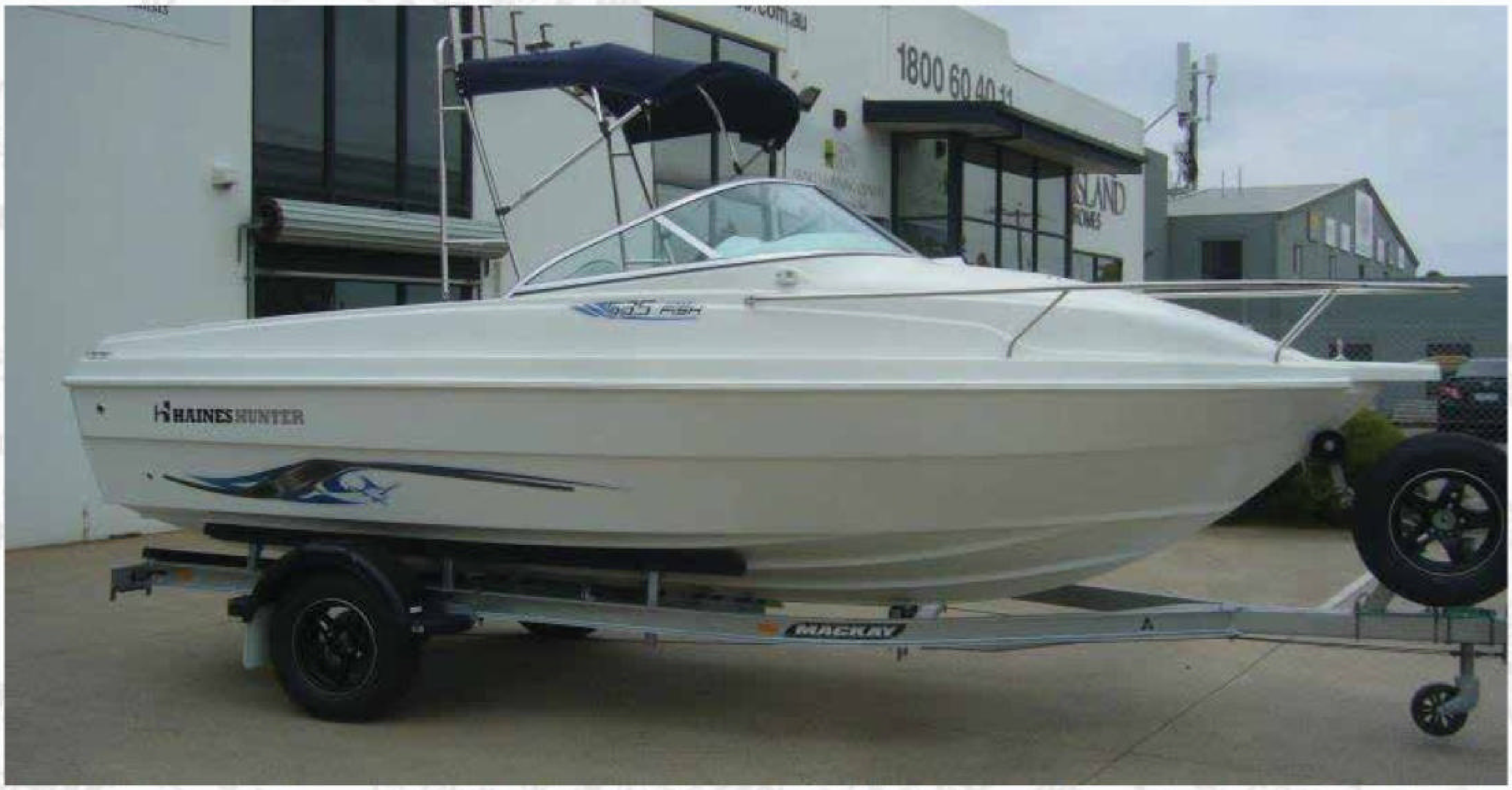
2006 QUINTREX 570 COAST RUNNER
Has a few battle scars on the hull otherwise both boat and trailer are in good condition Quintrex gal trailer which tows beautifully and isn't rusty200 **TAB13443**

VIC 0488 203 785 (P) **$27,700**

1800 60 40 11
ISLAND HOMES
HAINES HUNTER
MACKAY

2021 HAINES HUNTER Offshore 565
NEW 2021 HAINES HUNTER 565 Offshore.NEW 2021 YAMAHA F130XA four stroke motor.NEW 2021 MACKAY MLJ5250T-13-M C channel trailer.All standard factory features..Yamaha 703 control 6Y8 Lan gauges, SS prop,All White hull and deck,Electric anchor winch, Rope, Chain, Anchor.Stainless steel 32mm bow rail,Stainless steel 32mm rocket launchers,Custom made Bimini top only,Automatic bilge pump.Navigation lights with switch panel. **TA104968**

VIC 03 9369 0099 (D) **$80,100**



2021 HAINES HUNTER Sport Fish 535
***IN STOCK NOW**Brand New 2021 Haines Hunter 535 Sportfish.Brand New 2021 YAMAHA F130XB four stroke motor..Brand New 2021 MACKAY MLJ5000-14-M C channel trailer.. TA104814

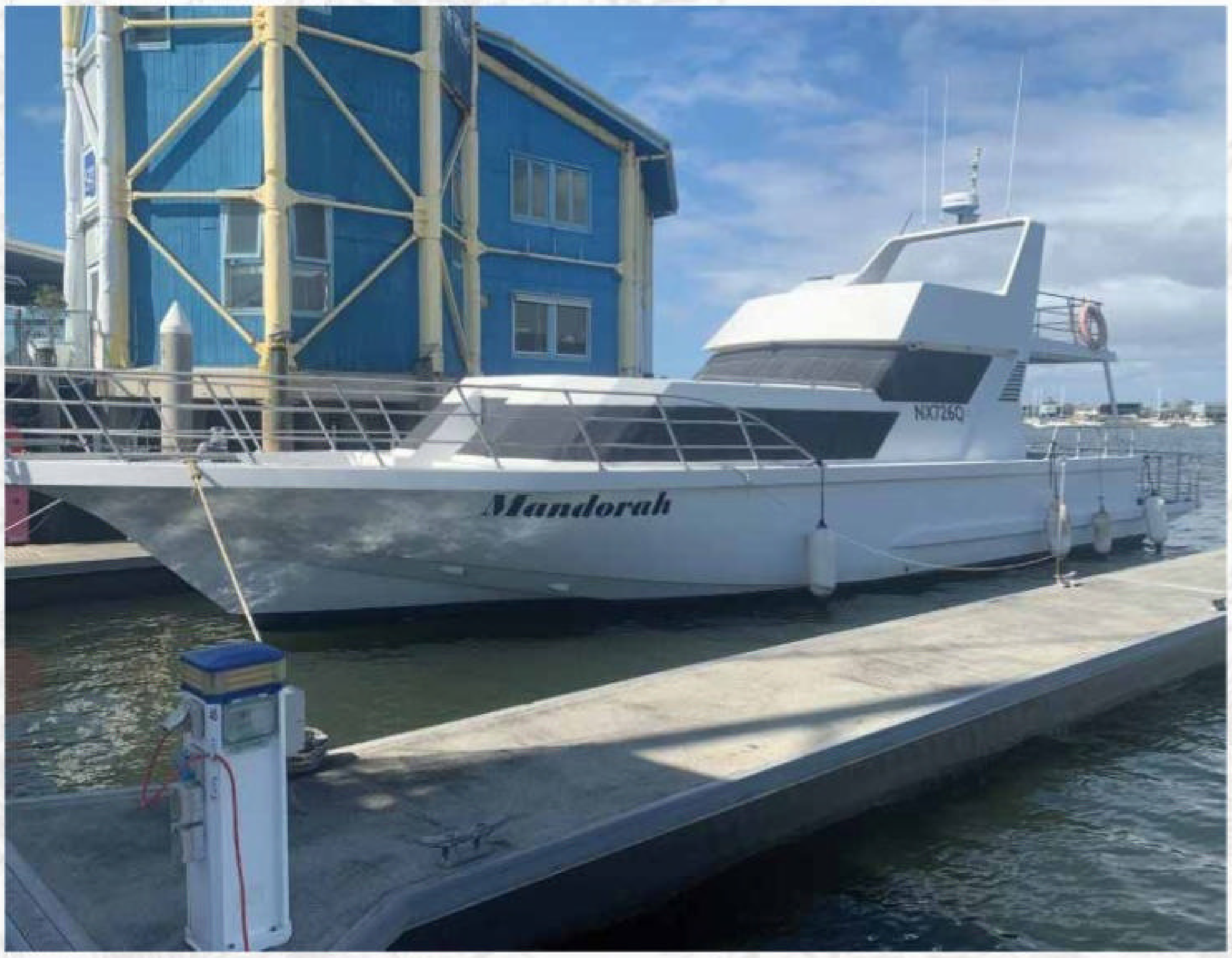
VIC 03 9369 0099 (D) **$64,000**

1986 WILF O'KELL Zeus White
I can email more photos to a prospective buyer. They won't upload on here as are deemed too small. She is quality, worthy, and in great condition. TAB10476

QLD 0460684835 (P) **$75,000**

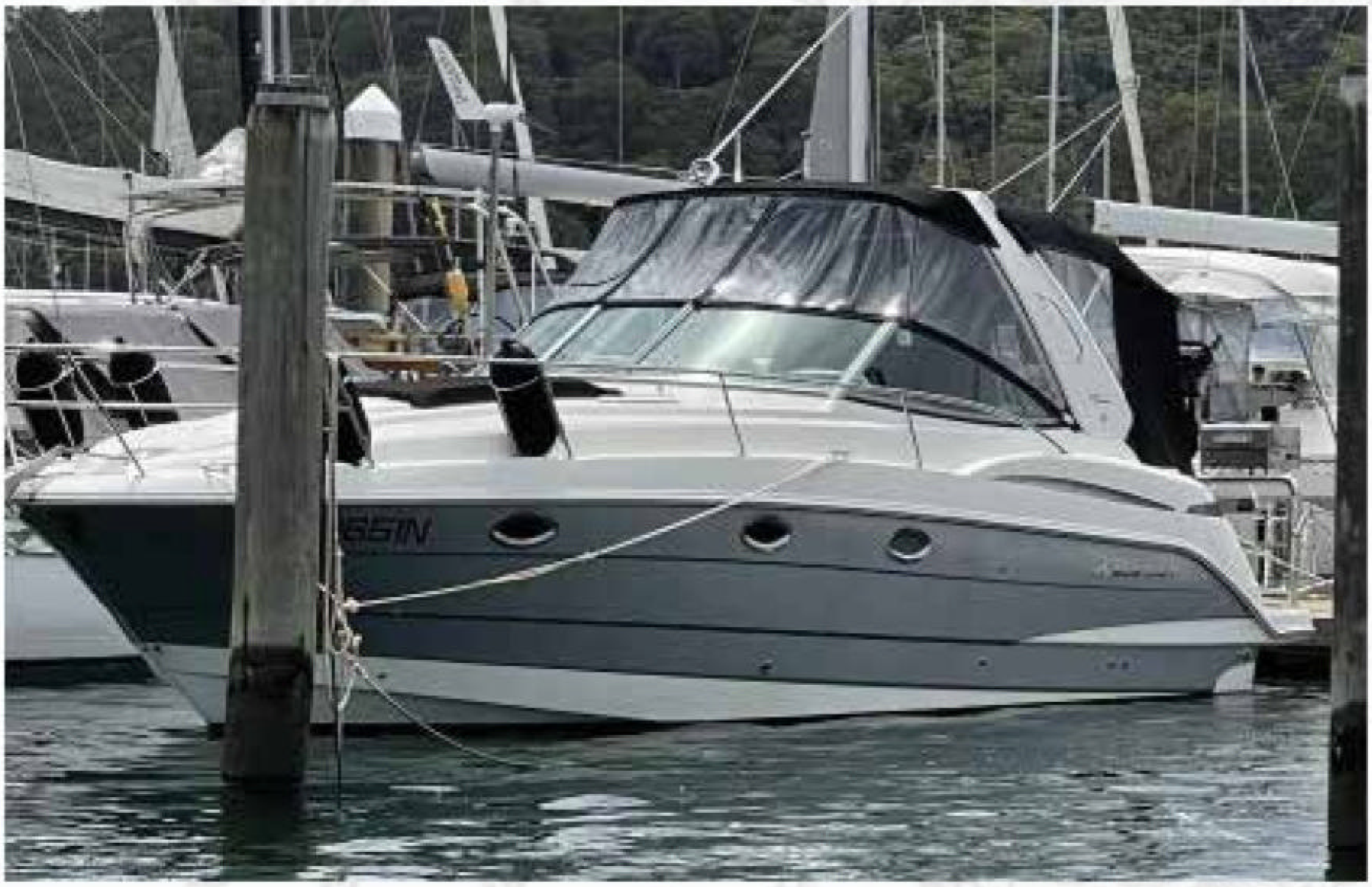
1990 JENKS CRAFT 25 White
Unique allrounder: Sleep 4 at Rotto under cover or Fishing and Diving even skying... JENKS CRAFT 25 smooth riding & dry a true offshore performance boat TAB13337

WA 0409583767 (P) **$36,000**



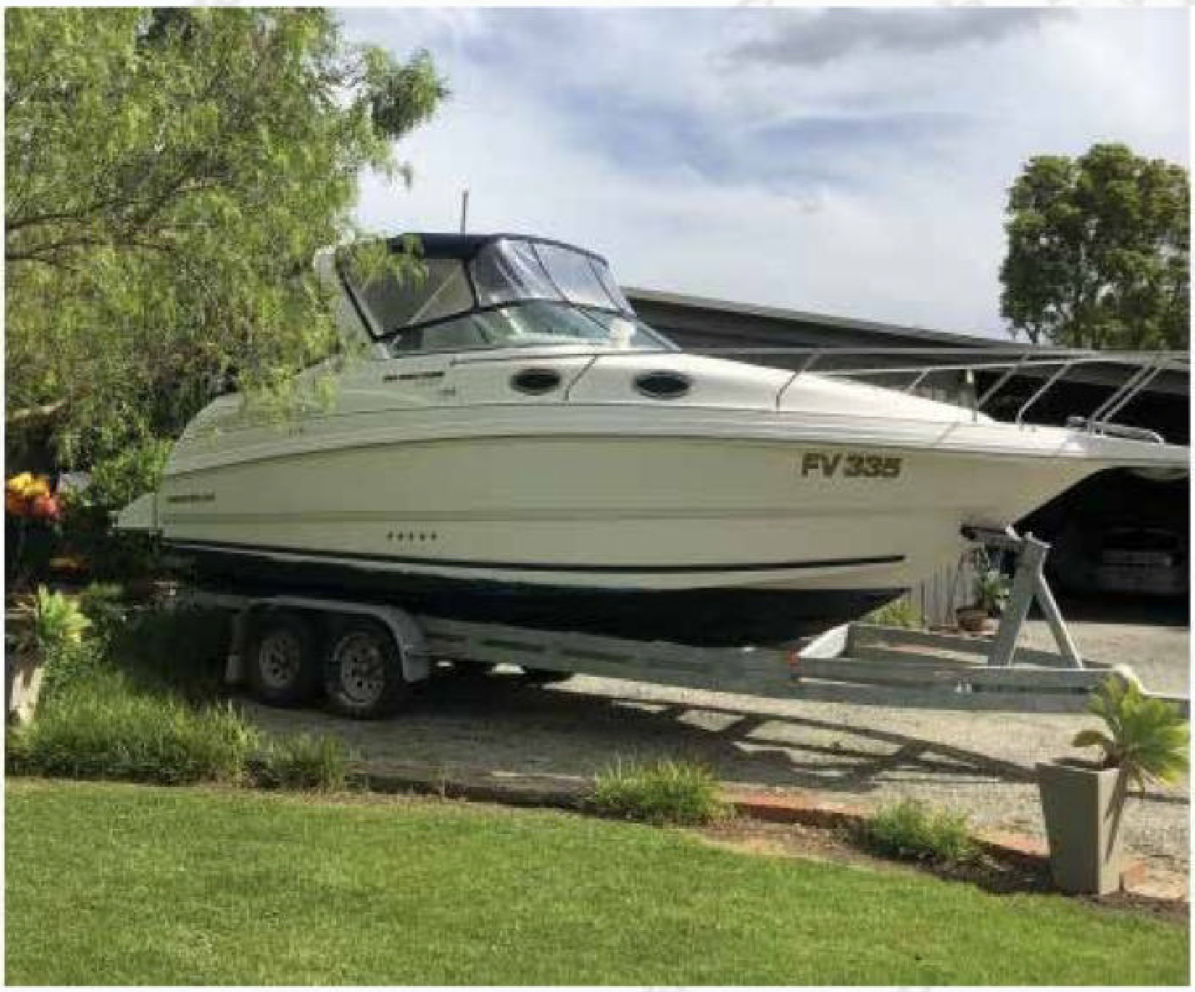
1992 ALUMINIUM FULL CAB White
61ft Jet Boat, Shallow Draft, 26 knots TAB12742

QLD 0413731857 (P) **$385,000**



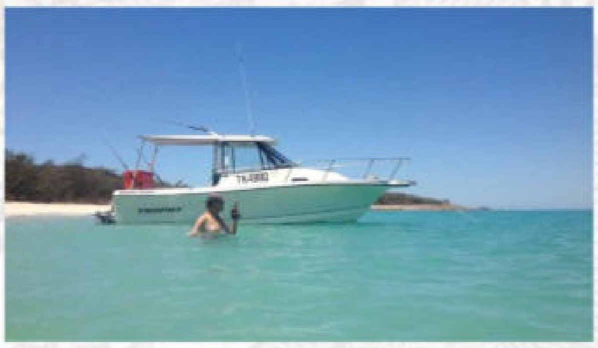
2007 MONTEREY 350 SY Silver
Motors & legs just been fully serviced, Just Anti- fouled, Prop speed & Anodes, New Gearbox/Clutches/Starter Motor/Steering Cables & Controls, 5 Deep Cell Batteries, New Bow Thruster & Blower, New Storm Covers/Clears/Carpet & Upholstery, New S/S Rails BBQ & Bait Board. **TAB13233**

NSW 0418460646 (P) **$180,000**



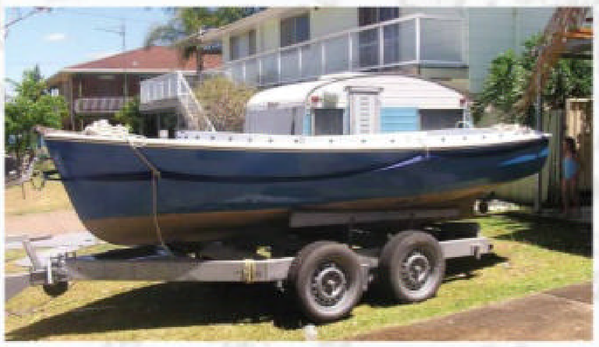
2001 MUSTANG 2800 SERIES II White
Mustang 2800 Sportcruiser Series with Trailer,very tidy and well maintained sports cruiser.Ideal for the family and overnight stays.Sleeps 4 people comftable. **TAB12685**

VIC 0427722300 (P) **$54,000**



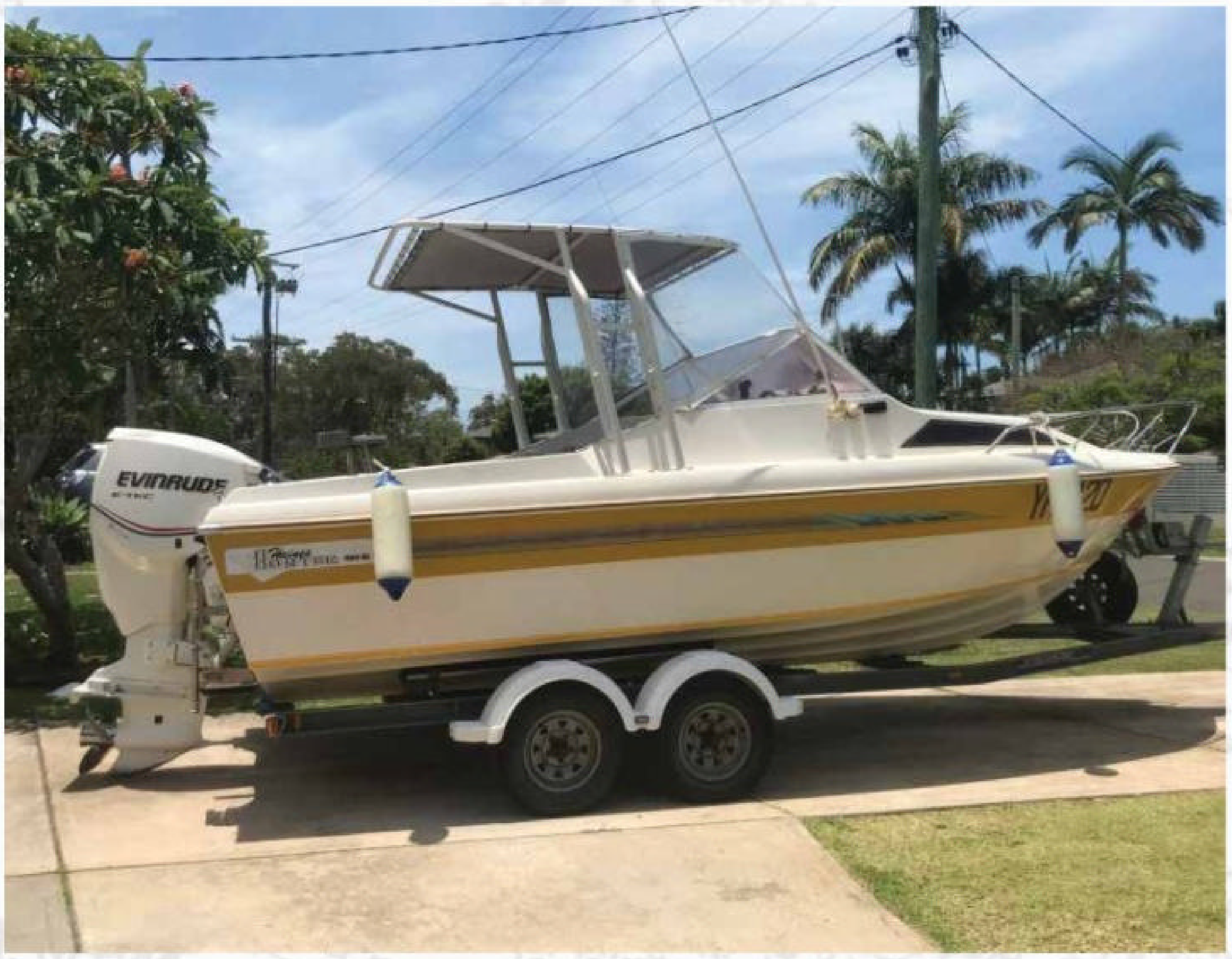
2004 TROPHY Walkaround 2352 Green
great all weather boat **TAB10451**

QLD 0400856054 (P) **$49,000**



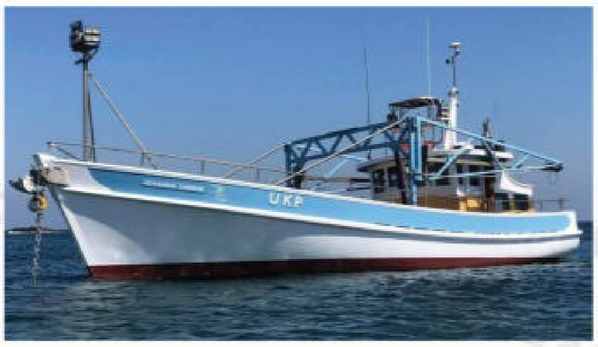
2002 CLINKER Custom Blue
16ft wooden clinker boat **TAB13232**

NSW 0490 066 259 (P) **$12,000**



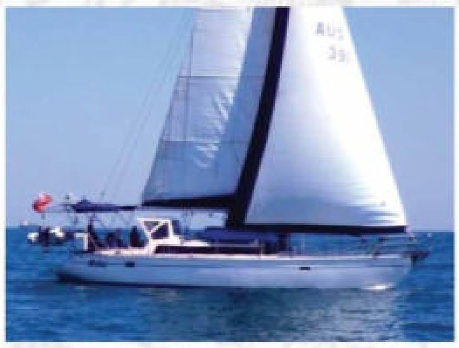
1985 HAINES HUNTER 580SL Yellow
1985 Haines Hunter 580 SL /150 ETEC. Well looked after. TAB12610

QLD 0417747694 (P) $27,900



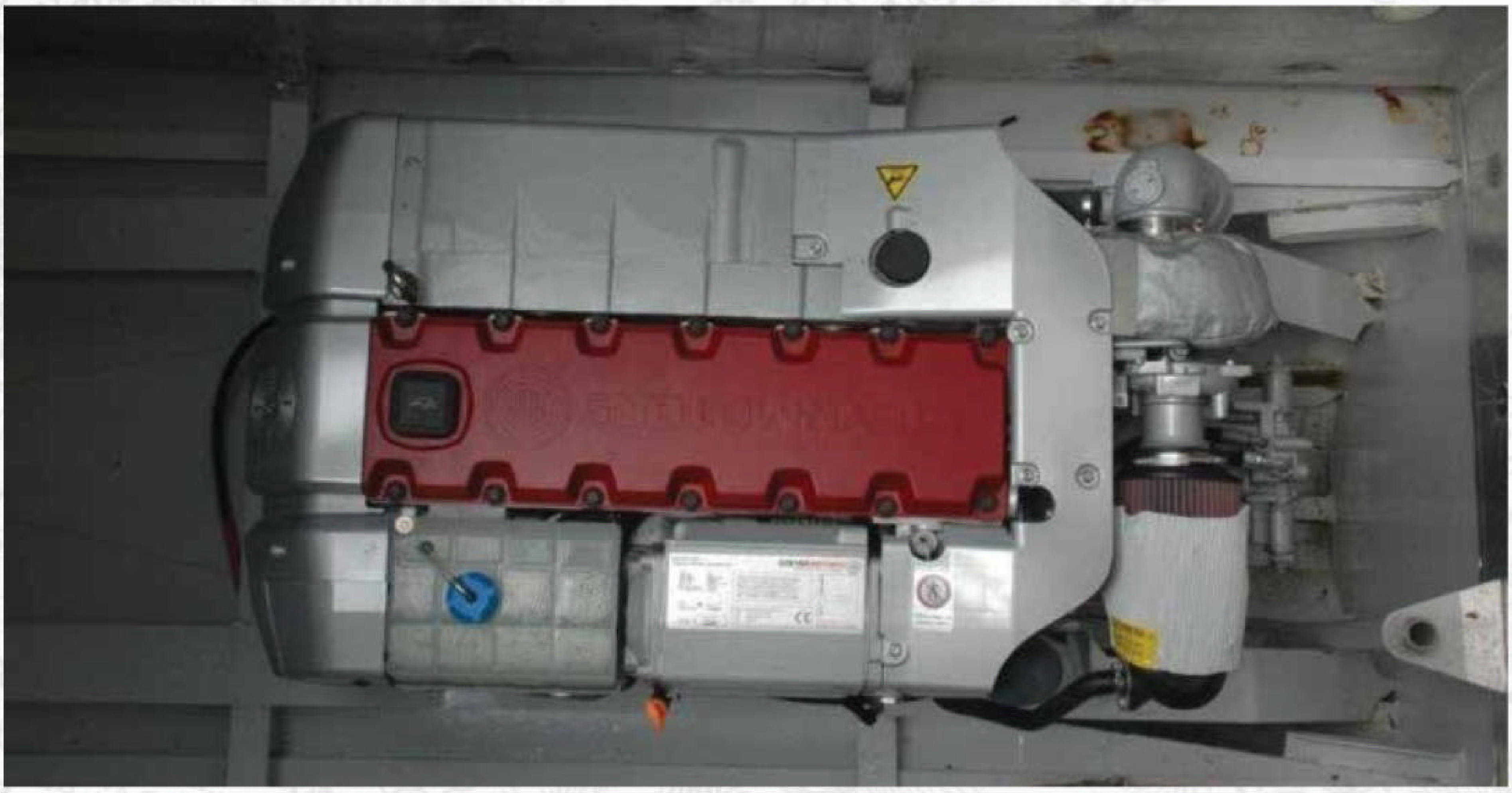
1983 Commercial Cray and Shark
Fishing Vessel is in survey in Tasmania and has an option to have quota units leased with it TAB10354

TAS 0428621214 (P) $265,000



2004 BLUE WATER 420 Raised Saloon White
A world cruiser designed by Joe Adams built at Bluewater Cruising Yachts and commissioned by Camrod Marine to the highest standard for a couple or sing TAB13212

NSW 0412 487 066 (P) $385,000



2016 Styer SE266S36
2 x New!! Styer 266HP 2016 Diesel motors with consecutive serial numbers TAB13230

QLD 0437438851 (P) $51,000

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2006 HUNTER 45 Centre Cockpit White
A rare opportunity to purchase a Hunter 45 centre cockpit in immaculate condition. Perfectly suited to extended cruising or live aboard. This cruising boat is fully equipped, well maintained and ready to start her next cruising journey. **TAB13195**

TAS 0418121300 (P) **$330,000**

2002 BAYLINER CIERA 3055 Beige
Beautifully appointed; twin V8s, top range MerCruisers (one of which is brand new), very economical fuel consumption.
TAB10318

WA 0413047459 (P) **$75,000**

2015 CUSTOM Centre Console Sports Fishing White
Custom-built sports fishing boat
TAB13188

VIC 0404092070 (P) **$32,500**

2009 QUINTREX 400 DART (2) L/S Green
Quintrex 4m Dart/25hp 2 stroke Yamaha with Bimini. Boat and motor haven't seen much use, in great condition. **TAB12606**

QLD 0417747694 (P) **$3,900**

1984 ROBERTS 25 White
Great package for a beginner or family TAB13156

VIC 0447433805 (P) **$15,500**

2003 Cantiere Nautico Montisola Dingotto White
2003 Cantiere Nautico Montisola model "Dingotto" TAB12436

NSW 0458600331 (P) **$24,500**

1990 STARCRAFT PLATE ALUMINIUM FISHING BOAT White
Starcraft 16m Aluminium Commercial Boat Have just been overhaul, anti-fouling,completely repainted. everything have been restored properly... TAB10074

QLD 0475868643 (P) **$160,000**

1990 SOUTHERN OCEAN 32 Blue
Affordable, competitive club racer or ideal weekend cruiser. TAB13133

NSW 0408394941 (P) **$28,500**

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2006 CATERPILLAR 3126 3GS01271
2 x Caterpillar 3126 - 450HP Marine engines **TAB12014**

WA 0414960360 (P) $20,000

1950 TIMBER CLASSIC TRAWLER White
Classic Timber Fishing Trawler in board 6 cylinder diesel 170hp plus 35 hp outboard Aux plus fiberglass tender and outboard, + All safety gear, **TAB10073**

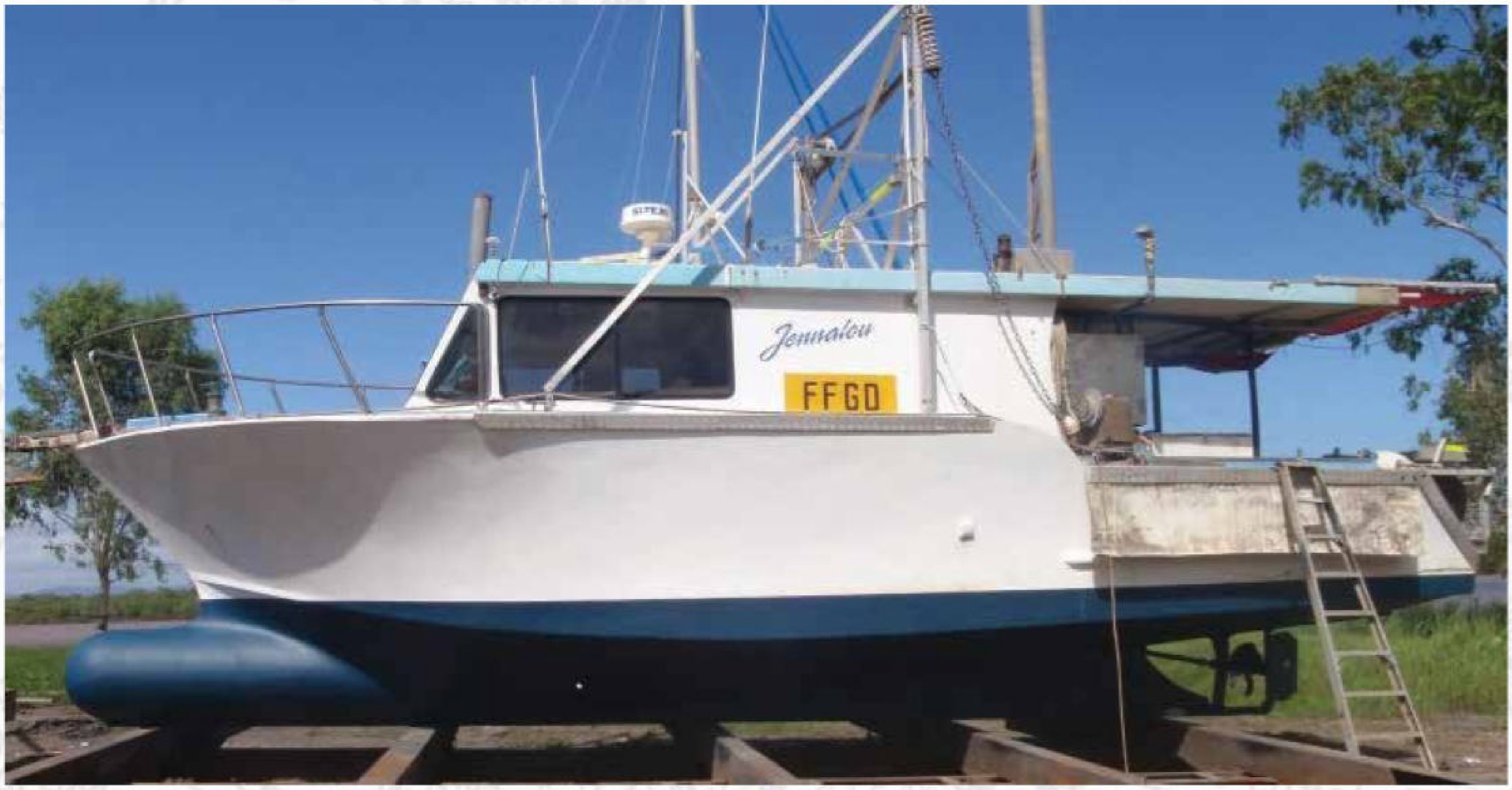
NSW 0424698015 (P) $29,000

1981 MARINER Pacer Beige
26Ft Mariner **TAB13128**

NSW 0426899535 (P) $25,000

2009 BARGE CUSTOM
Commercial landing barge that has been retro fitted for geotechnical investigations **TAB13040**

QLD 0408077084 (P) $260,000



1989 ROBERTS Wave Runner White
Ideal for recreational fishing or long distance cruising. Sleeps 5 Air conditioned Hot/Cold water to shower and sink 2 burner stove with griller 600L fresh water under floor in 3 tanks 1000L diesel tank + 200L reserve + 400L back tank under deck Moored in Yeppoon. Mooring can be available for buyer TAB13021

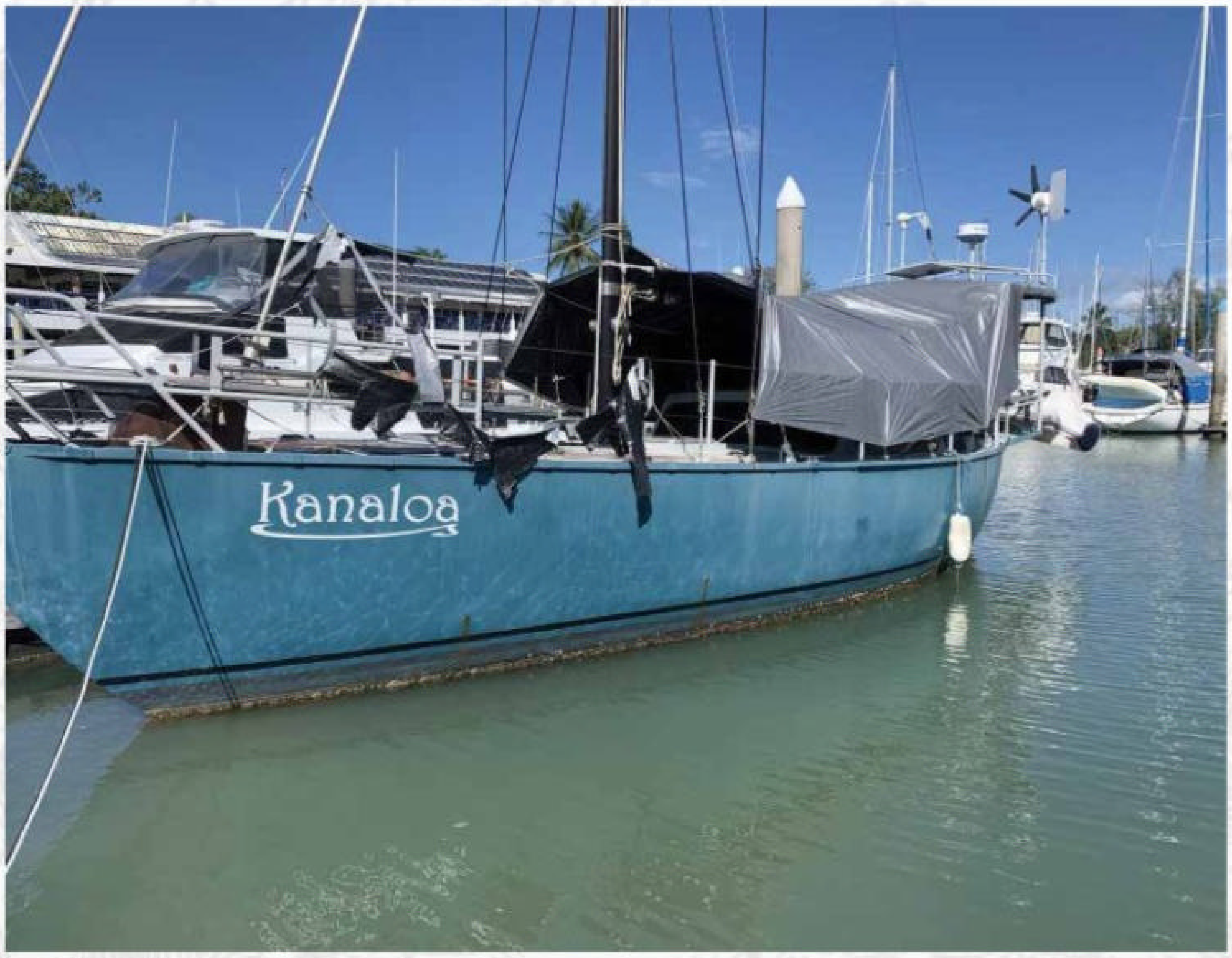
QLD 0427311098 (P) **$90,000**

1995 CROWTHER Catamaran Gold
Crowther 10 cruising Catamaran. TAB10071

NSW 0402385554 (P) **$59,000**

2017 SUZUKI DF250 DF
Suzuki 250HP - 2017 TAB13121

NSW 0409242854 (P) **$12,999**



1980 HALVORSEN Freya Yacht double ender Green
Reluctant sale due to my old age, good project for young Person needs finishing sails well TAB11786

QLD 0409480351
p_bary@yahoo.com (P) **$25,000**

1984 CUSTOM Yacht (Sail) White
Chimere is a strong and proven vessel, equipped for extensive cruising, or remote voyaging. With 5 private cabins - and bunks for 10 or more - she will suit an experienced, discerning buyer looking for a safe, go-anywhere boat with room for friends and family, or to liveaboard **TAB13014**

VIC 0428370579 (P) **$235,000**

1987 SAVAGE Oceanic Beige
A very popular cruising boat owned and cruised over the last 10 years. Well equipped currently situated in northern NSW. **TAB11161**

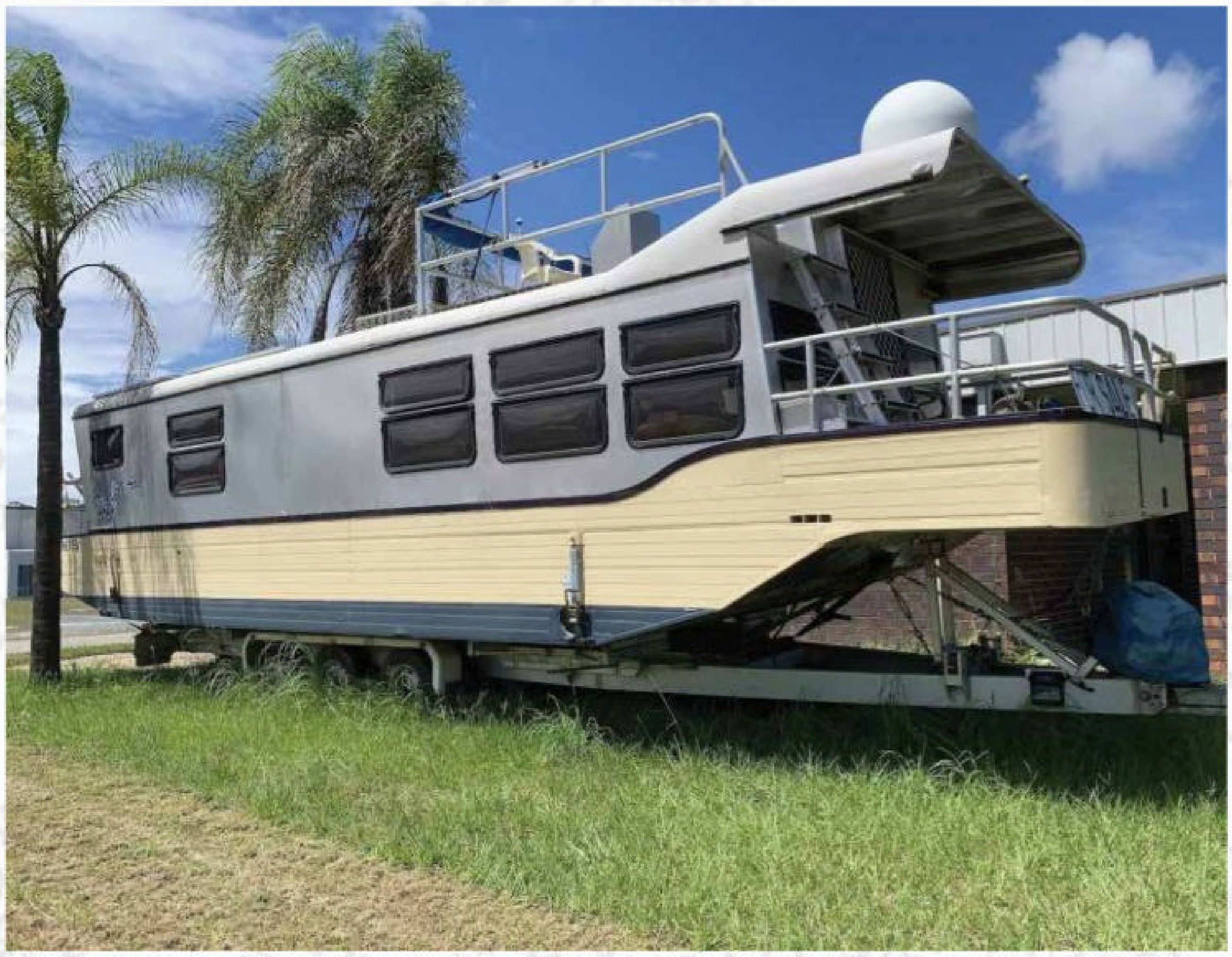
NSW 0419336099 (P) **$150,000**

2011 Catapiller C32 ACERT
2 x Caterpillar 1000hp marine engines for sale. **TAB9953**

QLD 0438255969 (P) **$100,000**

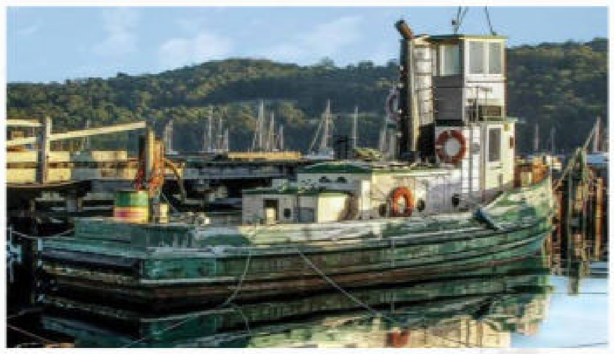
1985 FARR 7500 Blue
A well loved and very well maintained FARR 7500 that has served as the family cruising boat for more than 19 years. **TAB13112**

NSW 0418619433 (P) **$29,000**



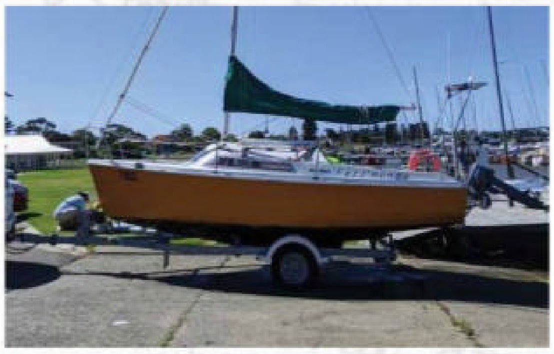
2015 HOUSEBOAT / CARAVAN 8.4 Silver
Dimensions 11m x 2.8m; all Aluminium boat; 54 hp Yamaha inboard prop shaft; Tri-axle trailer suitable for any waterway. TAB10775

QLD 0429922743 (P) $110,000



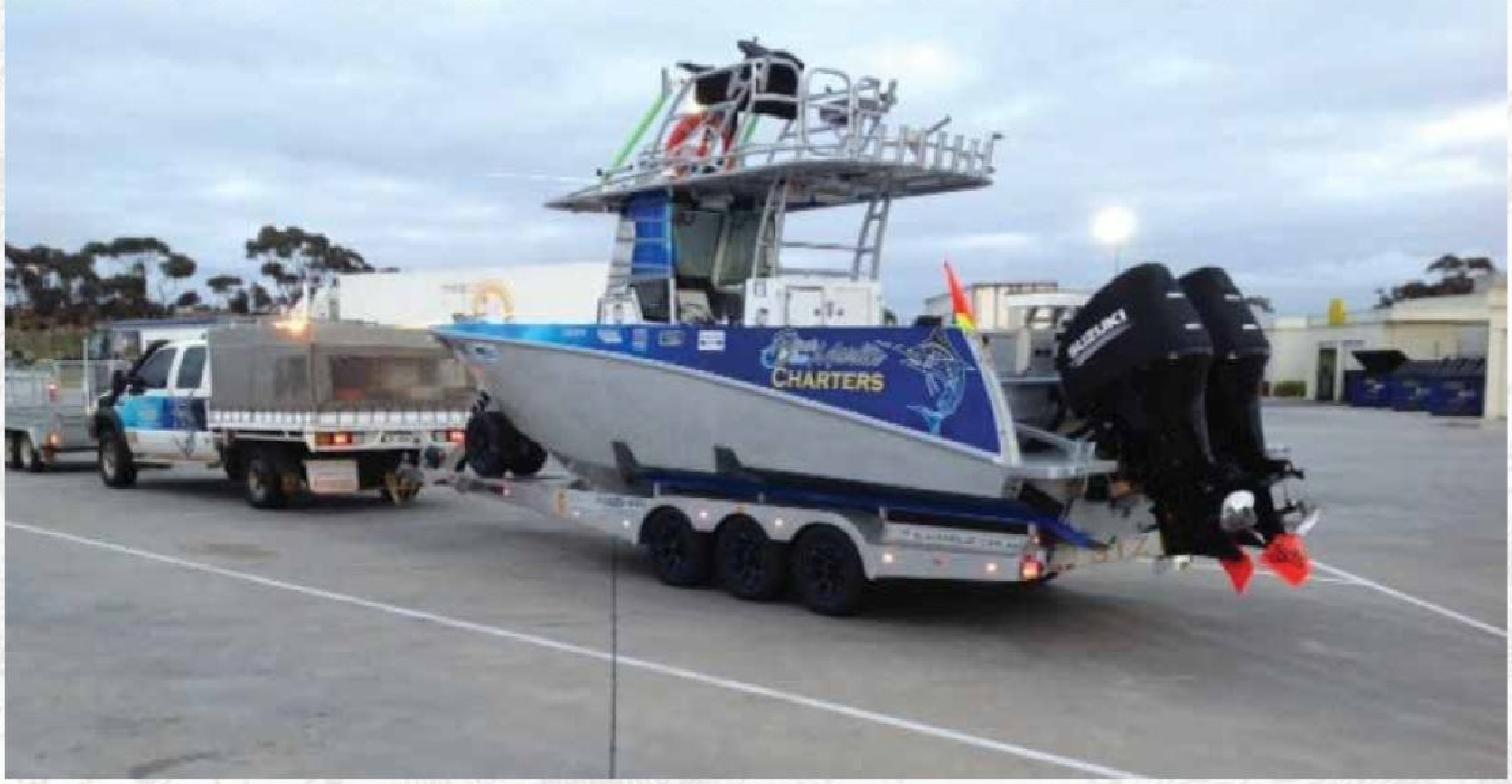
1960 NSW Marine Services Board
Storybook charming vessel with a rich history. Wonderful affordable project for someone who wants a boat that makes a major statement. TAB9952

TAS 0418146797 (P) $17,000



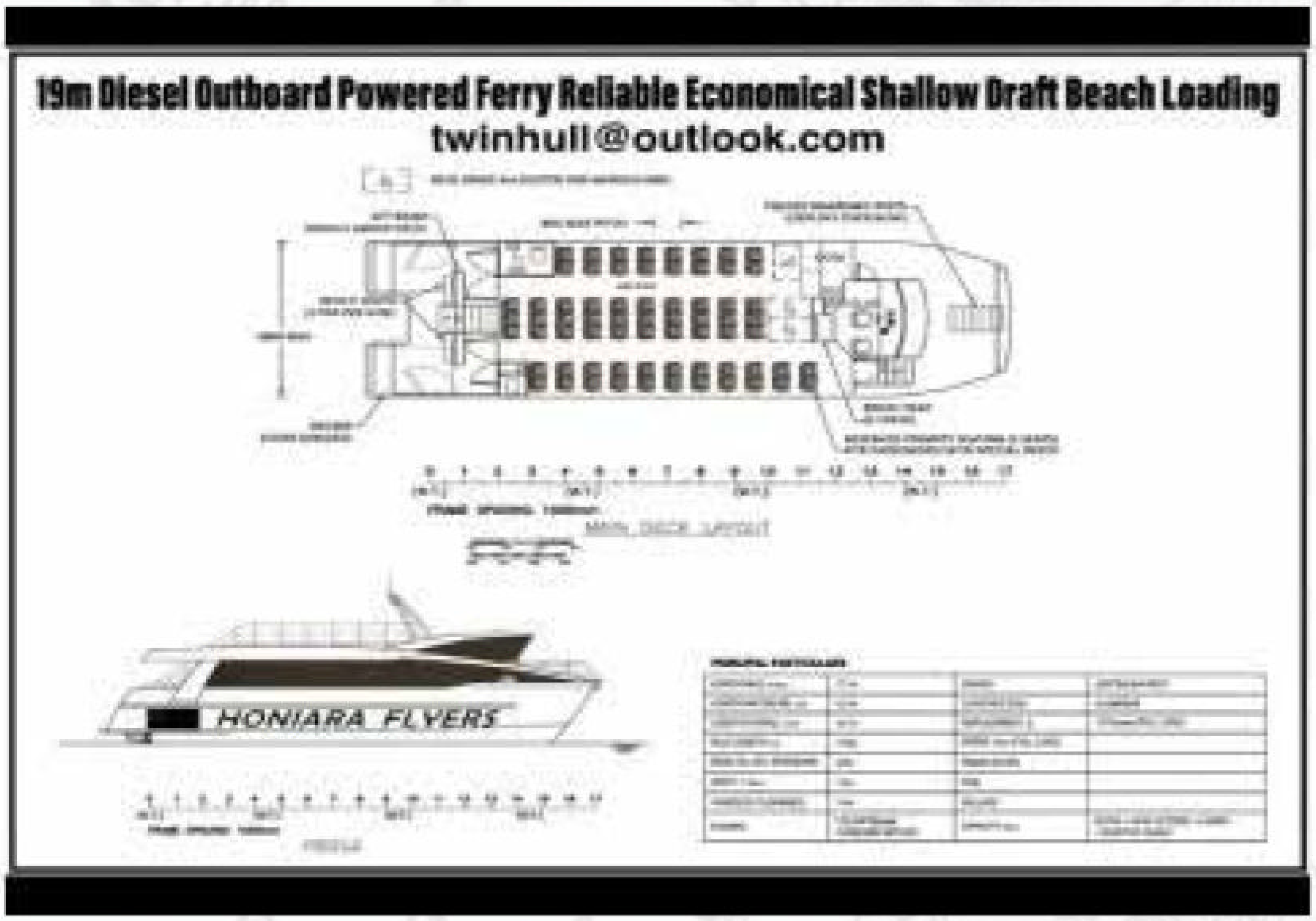
1984 FARR 6000 Orange
FARR 6000 TRAILER SAILOR and Berth for Sale. TAB13009

SA 0407616853 (P) $15,000



2017 CUSTOM Pelagic Inteceptor Silver
Custom Charter Boat in current 2C survey. Purchase now for charter or personal use. Included in price: 2005 F250 Dual Cab Utility + 10.5m tri-axle trailer, fully welded 5083 alloy construction, V-entry guide system with Boatcatch. TAB12913

NT 0418823552 (P) $310,000

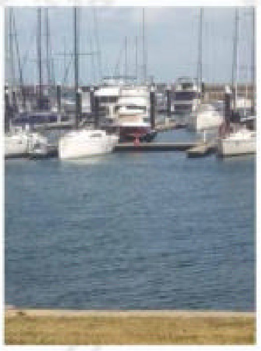

19m Diesel Outboard Powered Ferry Reliable Economical Shallow Draft Beach Loading
twinhull@outlook.com
MAIN DECK LAYOUT
HONIARA FLYERS

2020 ALUMINIUM CATAMARAN Twinhull
19m Diesel outboard passenger ferry **TAB12744**

QLD 0438119253 (P) **$1**

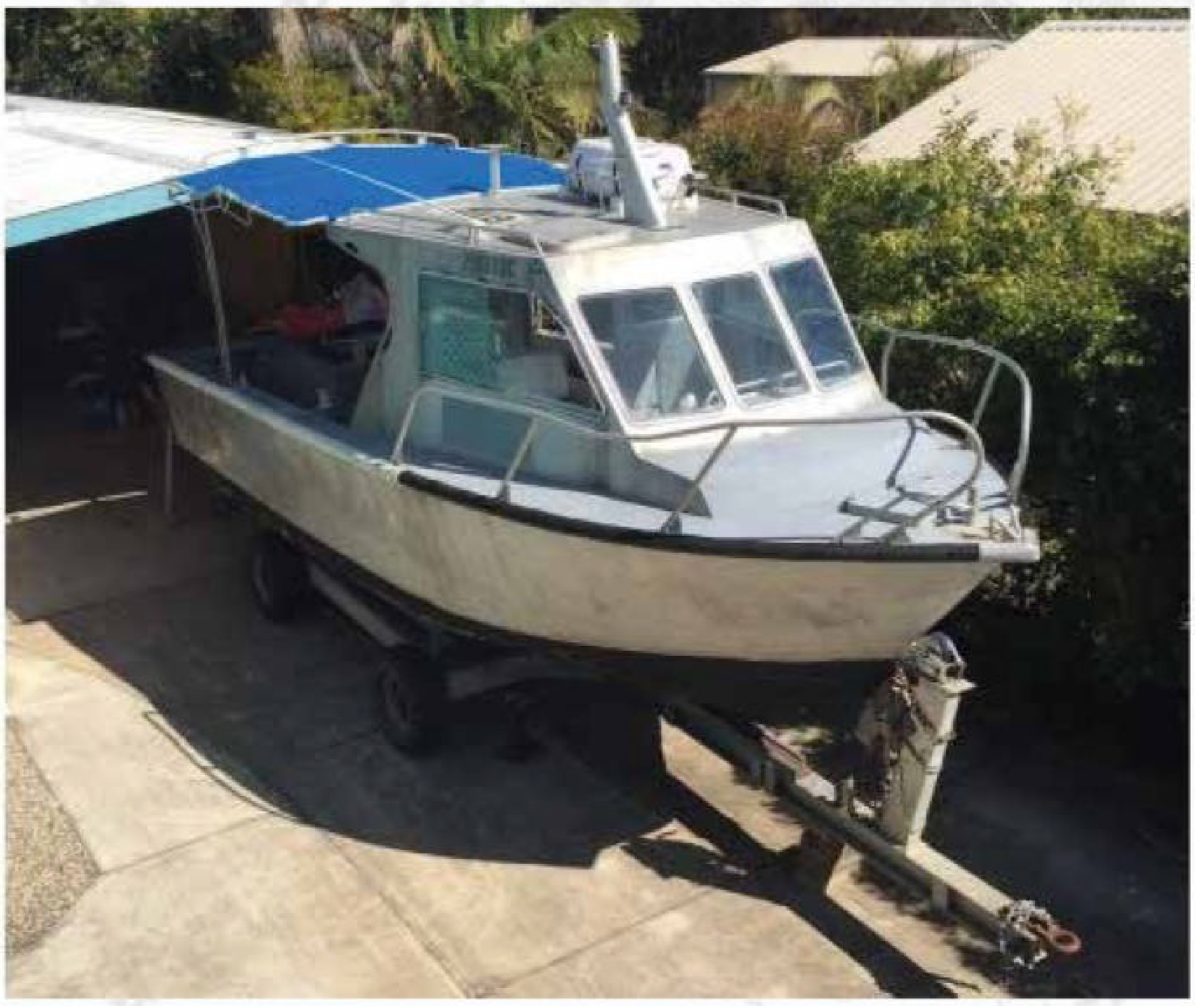
2011 DAVCO WHINCH SYSTEM 3
Low Profile Crane (350kg) **TAB9909**

QLD 0427778373 (P) **$6,000**



2021 Marine Berth 12m Berth
This 12m berth (K 14) has become available at the Royal South Australian Yacht Squadron,Adelaide's premier yachting location **TAB13006**

SA 0413674434 (P) **$20,000**



1998 VAN DE STADT 8.3m Monohull Silver
Stradalloy Commercial Fishing Vessel - In Survey **TAB10747**

QLD 0400334733 (P) **$45,000**

2006 MARITIMO M60 CRUISING MOTORYACHT White
Maritimo 60, Only 974 hours. This is truly a beautiful vessel that is great fishing trips with the boys of extended family. TAB12732

NSW 0418240607 (P) $1.13mil

MAKAIRA
KW468Q

1980 PACIFIC 42 Cruiser Flybridge White
Big volume 3 cabin for extended weekends away or live aboard! Built to last twin cat shaft drive diesels.Inspection a must! Well maintained by same owner 21 years. TAB9884

QLD 0403485539 (P) $125,000

PG461Q
Aquarius

1978 SAVAGE Ranger Beige
Savage Ranger 24 feet cabin cruiser, 1978. Hand laid GRP deep V blue water boat, twin Volvo Penta B20 Engines with Aquamatic 100B outdrives. TAB12995

QLD 0402310607 (P) $22,500

2015 CUSTOM CENTRE CONSOLE White
Custom Built Centre Console - URGENT - MUST SELL TAB9896

VIC 0404092070 (P) $28,500

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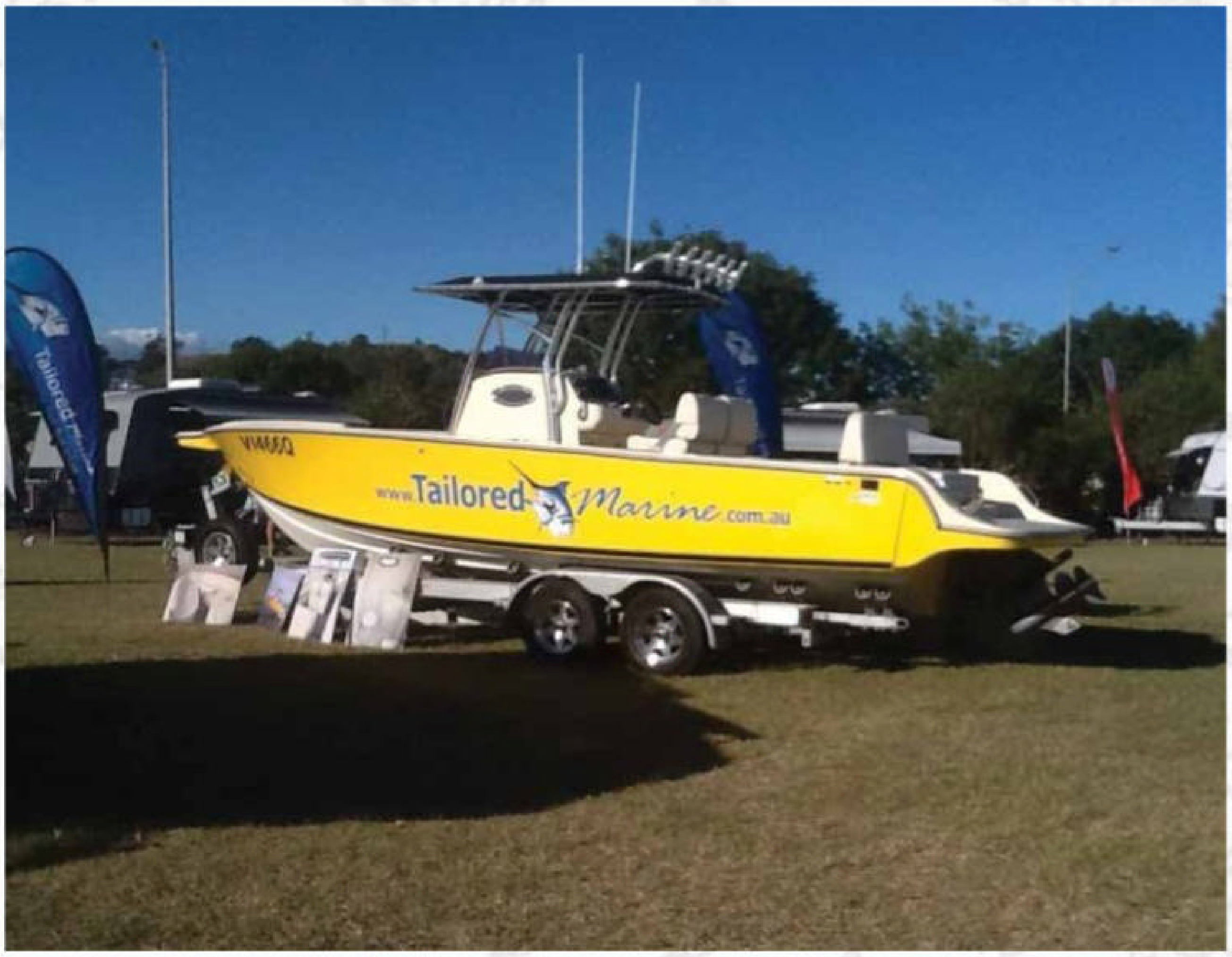
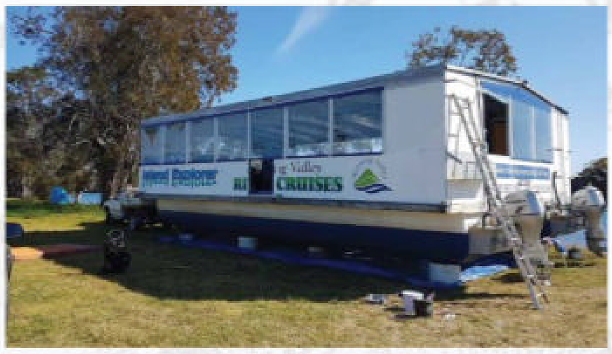


2015 Tailored Marine Accessories Moulds Beige
Moulds for 25 foot walk around and 27 foot centre console **TAB8964**

VIC 0432250462 (P) **$95,000**

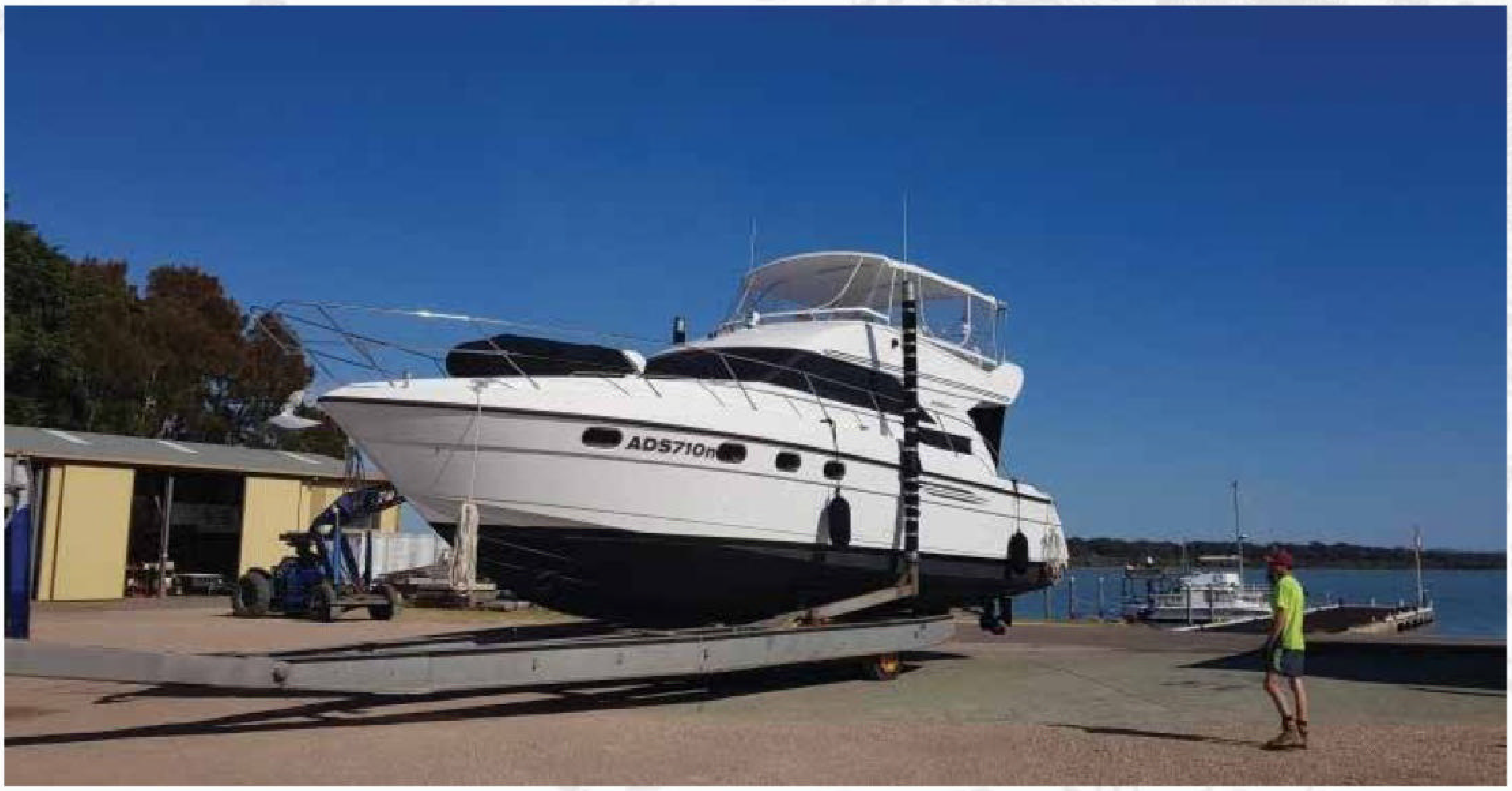
2019 BANCROFT BAY FANTAIL 25
The Ultimate Day Boat **TAB12981**

VIC 0400488880 (P) **$39,500**



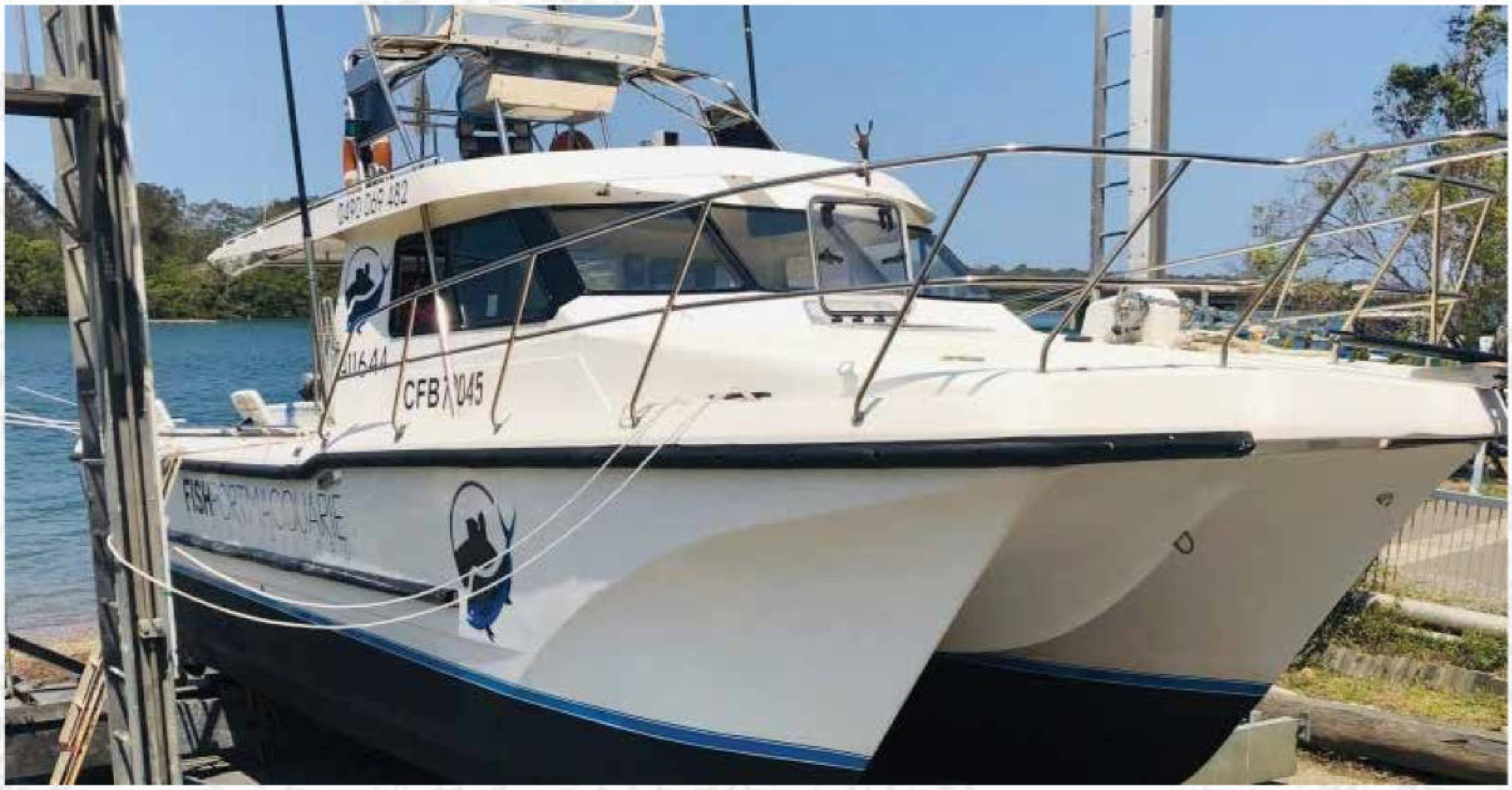
2000 CATAMARAN CHARTER White
11.96 meter custom catamaran in survey 49 plus 3 has liquor licence and catering equipment can buy running business or move **TAB9874**

NSW 0428532683 (P) **$110,000**



1994 PRINCESS V45 White
Princess 45' Motor Cruiser - Absolute value for Money **TAB12699**

NSW 0400 041 311 (P) **$435,000**



1996 COUGAR CAT Charter Fishing Vessel White
Fully operational Walk in, Walk out Charter Boat business in beautiful Port Macquarie. Fishing Charters are boat's primary charter operation but also conducts Whale Watching, Tafe training, Surveying. TAB12599

NSW 0432273898 (P) **$315,000**

2009 DELPHIA 33 White
A Delphia 40 Sail Boat in pristine condition. TAB12978

NSW 0412667208 (P) **$230,000**

2010 STEBER 3800 Flybridge White
The perfect boat for entertaining friends and family. Huge aft-deck, and flybridge areas. TAB9847

NSW 0418203725 (P) **$350,000**

1977 ROBERTS FLYBRIDGE CRUISER (Power) Wave Runner White
This spacious, comfortable, proven cruising boat has been traveling through northern Australia and South East Asia for the past 9 years. She is currently located in Malaysia, the centre of an amazing cruising ground. Buy her here and start cruising immediately! TAB8367

VIC 03 5562 6373 (P) **$175,000**

2004 Adams Blue water
Adams Bluewater 420 Raised Saloon Ocean Cruiser Many many accessories new North Sails (5) One owner fitout for single handed sailing Yanmar diesel innerspring mattress lateral galley new upholstery **TAB12592**

NSW 0412 487 066 (P) **$385,000**

1990 MacGregor Trailer Sailer
25ft trailor sailor on dual axle trailer **TAB8332**

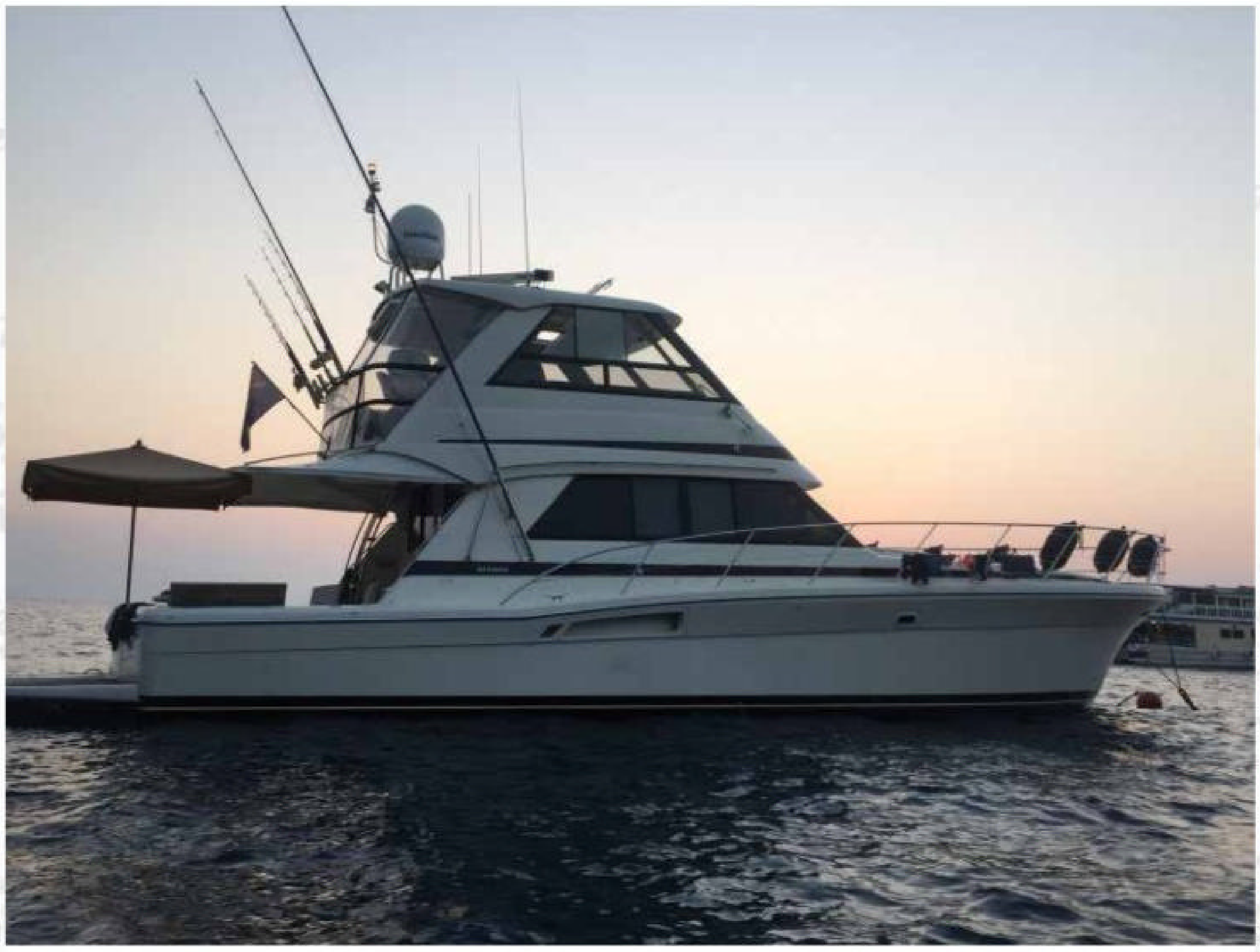
VIC 07 5577 5811 (P) **$18,500**

1980 CARIBBEAN Sandpiper Blue
Total reconditioning of boat & trailer incl. paint, seats, Windows, carpet, battery, ss grab rails, wheels, tyres etc **TAB12975**

VIC 0417597440 (P) **$9,950**

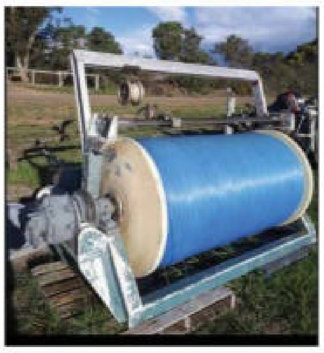
1996 STESSL VAGABOND SERIES GREY
Aluminium V Front punt dingy, registered, built in stern, solid marine ply carpeted floor. **TAB9684**

VIC 0427840738 (P) **$3,000**



2001 RIVIERA ENCLOSED FLYBRIDGE (Power) 48 White
Perfectly maintained and cared for, boat presents in excellent condition and will provide great enjoyment for the next owner. Powered by twin 660hp Caterpillar and many extras including satellite TV, Watermaker, Raymarine, Dive Compressor, powerful stereo system and fishing equipment. TAB8214

VIC 04 9122 1117 (P) $379,000



2000 Longline Reel
Longline reel auto line feed TAB12951

WA 0400723073 (P) $15,000

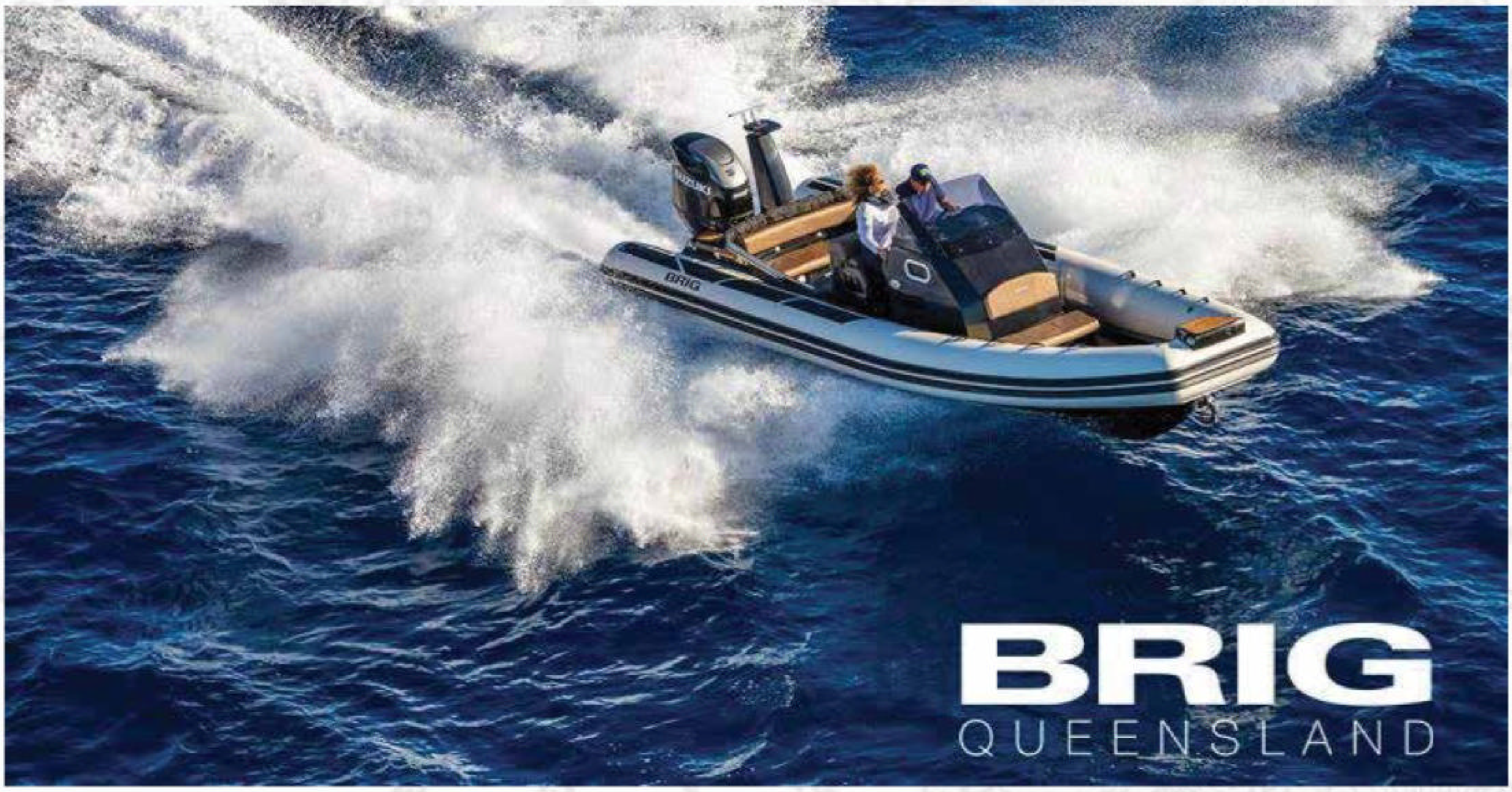
2006 CRUISERS YACHTS 340
Large Volume Cruiser that Ticks ALL the Boxes TAB9675

QLD 0419393493 (P) $137,500

HONDA
BRIG
BRIG
QUEENSLAND

2020 BRIG Navigator 485
BRIG Navigator 485 The Ideal Luxury Sports Boat***Please note trailer is not included in the advertised price, one is available if you would like to enquire***BRIG Boats are hand built in Europe, and finished to very high standards. BRIG is the number one and bestselling brand across Europe, the United States, Australia and New Zealand. TA98239

QLD 0424 487 226 (D) $45,500

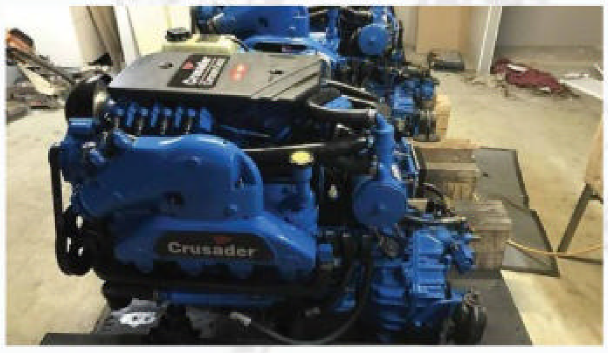


2020 BRIG Eagle 8
BRIG EAGLE 8 with 300HP 4 Stroke Outboard The Ideal Luxury Sports Boat***Please note trailer is not included in the advertised price, one is available if you would like to enquire***BRIG Boats are hand built in Europe, and finished to very high standards. BRIG is the number one and best selling brand across Europe, the United States, Australia and New Zealand. **TA98230**

QLD 0424 487 226 (D) **$174,450**

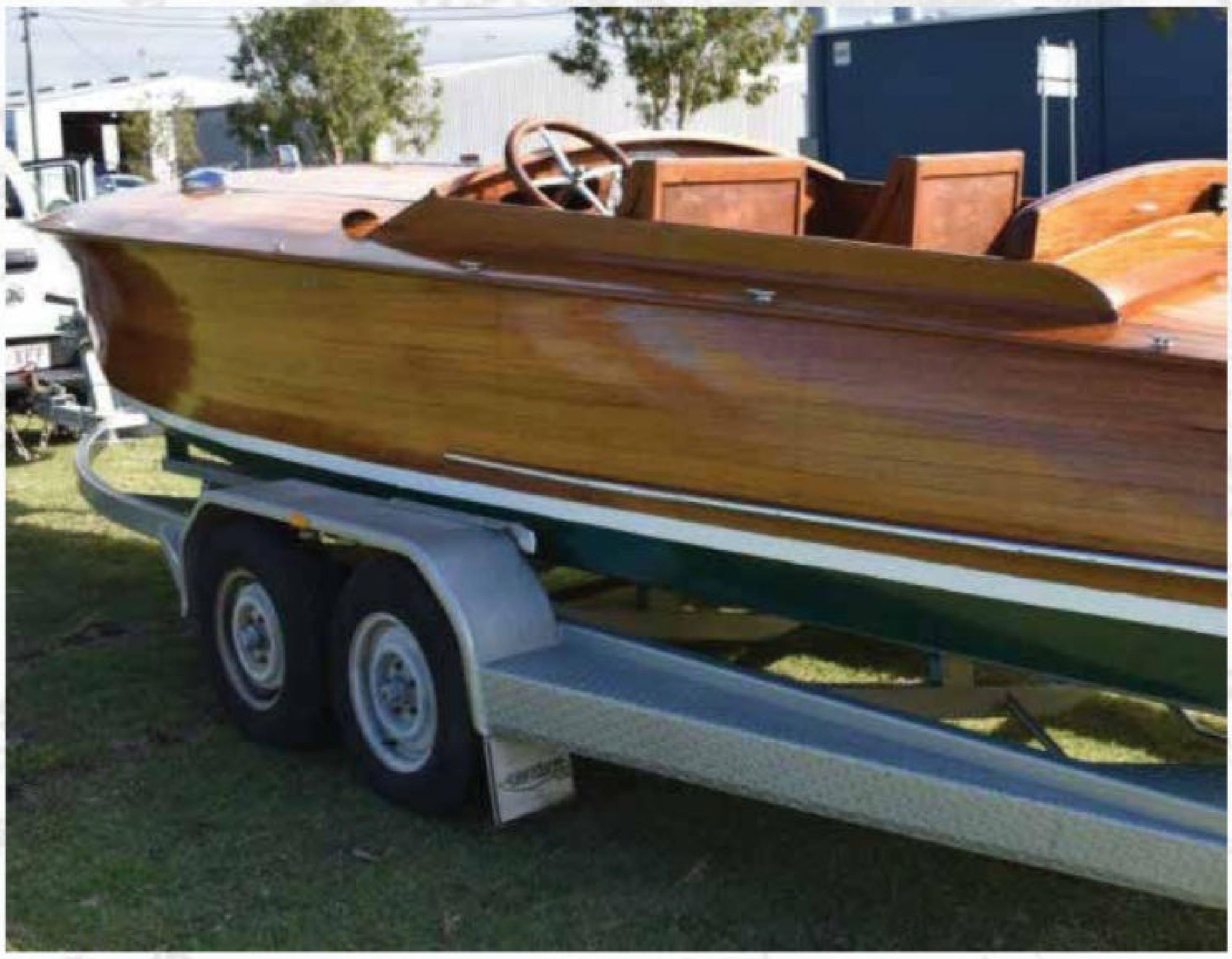
2018 ZF TYPE 3000
ZF350 marine gearbox, 2000hrs from new
TAB12937

WA 0400723073 (P) **$5,000**



2008 CRUSADER CAPTAINS CHOICE 6.0 MPI freshwater cooled
375 HP, 6.0 LI MPI ENGINES X 2
TAB9659

NSW 0407802511 (P) **$18,000**



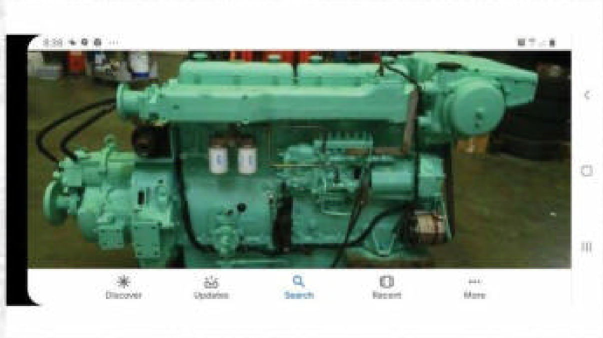
2006 ZIMMER 22 GENTLEMANS RUNABOUT
2016 ZIMMER RUNABOUT **TAB8014**

VIC 07 5580 3377 (P) **$39,990**

2020 BRIG Eagle 10

BRIG EAGLE 10 with Twin 300HP Yamaha 4 Stroke Outboards The Ideal Luxury Sports Boat***Please note trailer is not included in the advertised price, one is available if you would like to enquire***BRIG Eagle 10 is the long awaited new flagship of the Brig Eagle fleet built to Impress, own the offshore for yourself. Its dimensions provide you with a lot of choices. TA98229

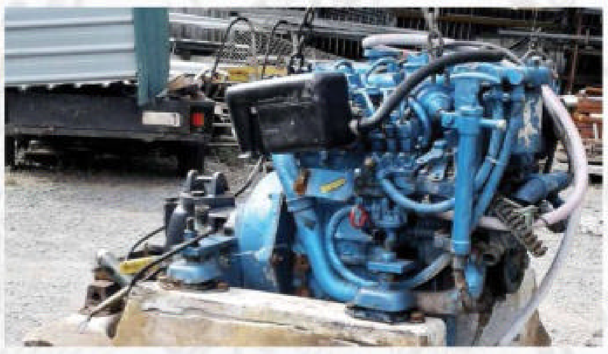
QLD 0424 487 226 (D) $325,000



2019 SCANIA DSI11R82'S X 2 ENGINES

SCANIA DS 11 TAB9609

VIC (P) $1



KUBOTA DANNI

3 cyl diesel motor, g/box. Leg wiring. Cut straight out of 30ft yacht. Low hrs DIY855907

QLD 0418 746 906 (P) $4,450

2000 Farr 38 Sport

2000 Farr 38 SportLying : North Haven Sth AustraliaImmaculate production GRP cruiser racer with extensive new electronics and gear. TA108802

VIC 03 9772 8976 (D) $89,900

KEVLACAT 3100 FLYBRIDGE

Recreational 1993 Kevlacat fishing boat in good condition. DIY919721

SA 0428 822 566 (P) $150,000

MasterCraft

2010 MASTERCRAFT X15 SS

SS. Immaculate condition. Only done a true 150hrs. Always kept undercover & washed/flushed after every use DIY810092

QLD 0476 278 610 (P) $77,000

2000 Radar Tower Radar Tower

Radar Tower - does not work and would be for decoration. The S/S frame could be repurposed. TAB12935

NSW 0418504323 (P) $350

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2009 DYNA CRAFT Dyna Yacht White
Immaculate, One Owner, professionally maintained vessel in as new condition. Twin 1350 MAN's with low hours produces top speed 27knts. **TAB12335**

SA 0439180030 (P) $2,200,000

2019 CROWTHER CATAMARAN
BRAND NEW 2019 CROWTHER SHOCKWAVE **TAB9601**

VIC (P) $125,000

HOME BUILD HOUSEBOAT PROJECT
33ft. glass over, alley pontoons. Was going to extend to 40ft. I have everything to build, 2 x 25 4 stroke Yamahas only done 20 hrs **DIY855906**

QLD 0418 746 906 (P) $30,000

1997 Cougar Cat 1040
This 34ft Crusader Cat 1040 has been heavily updated and offers the keen fisherman and friends a nicely presented ideal all-round fishing package. **TA108791**

QLD 07 5577 9200 (D) $209,000

DYNA 77 SKYLOUNGE
Stunning Dyna 77 Skylounge. In as new condition **DIY919690**

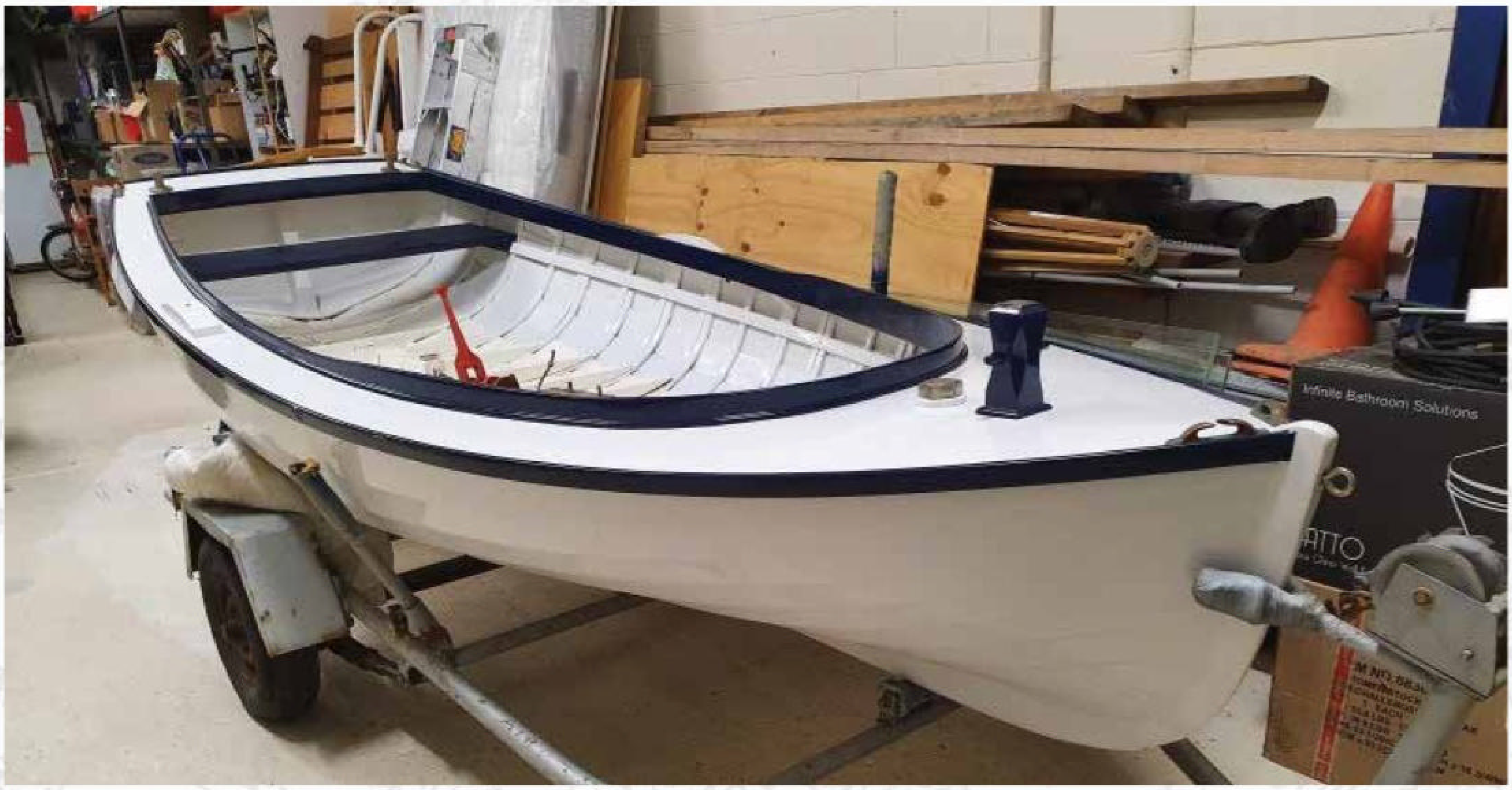
SA 0439 180 030 (P) $2.40mil

2000 SEA RAY SUNDANCER 2600
Perfect for family outings or fishing. Less than 50hrs on fully reconditioned motor **DIY809643**

QLD 0412 754 052 (P) $35,000

2003 BLACK WATCH 40 Flybridge
Beautiful BW 40 **TAB12911**

NSW 0477903078 (P) $280,000



1946 CLINKER Putt Putt White

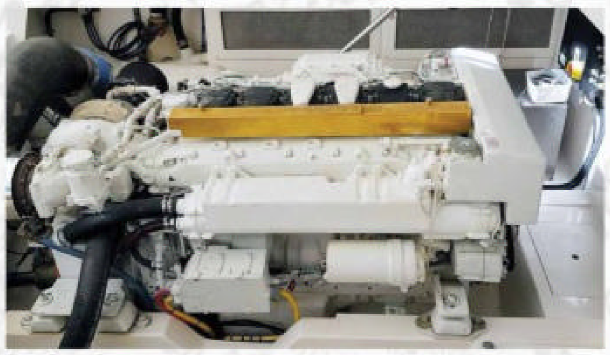
1946 Browns of Ulverston Clinker Dinghy Put Put plus 2 blaxland motors and one outboard TAB12010

VIC 0419373322 (P) $10,000

2004 YNGLING AUS 57 White

International Yngling in First Class Racing condition TAB9346

VIC (P) $9,500



2003 MAN I6 800 HP

2 available. 1 complete, running in VGC, 2nd complete but dismantled DIY855892

QLD 0424 255 159 (P) $40,000

1986 Randell 48

"Emma E" was originally constructed to assist in the America's Cup here in Fremantle TA108789

WA 04 1881 9181 (D) $259,900

2011 STEEL BOWDEN PCF

Motor sailor 32ft. Simraid radar + GPS. 2 sounders. Dingy + 3hp Evinrude. 4 Berth + dinette. Converson Gen set. Paddle board elect head DIY919096

QLD 0412 393 938 (P) $29,000

WORKBOAT TUG

AMSA 12 person. VGC. Gardner Main engine DIY808096

NSW 0457 800 385 (P) $108,900

2000 CATERPILLAR 3208T/A

Cat 3208T Marine TAB12753

QLD 0408781735 (P) $15,000

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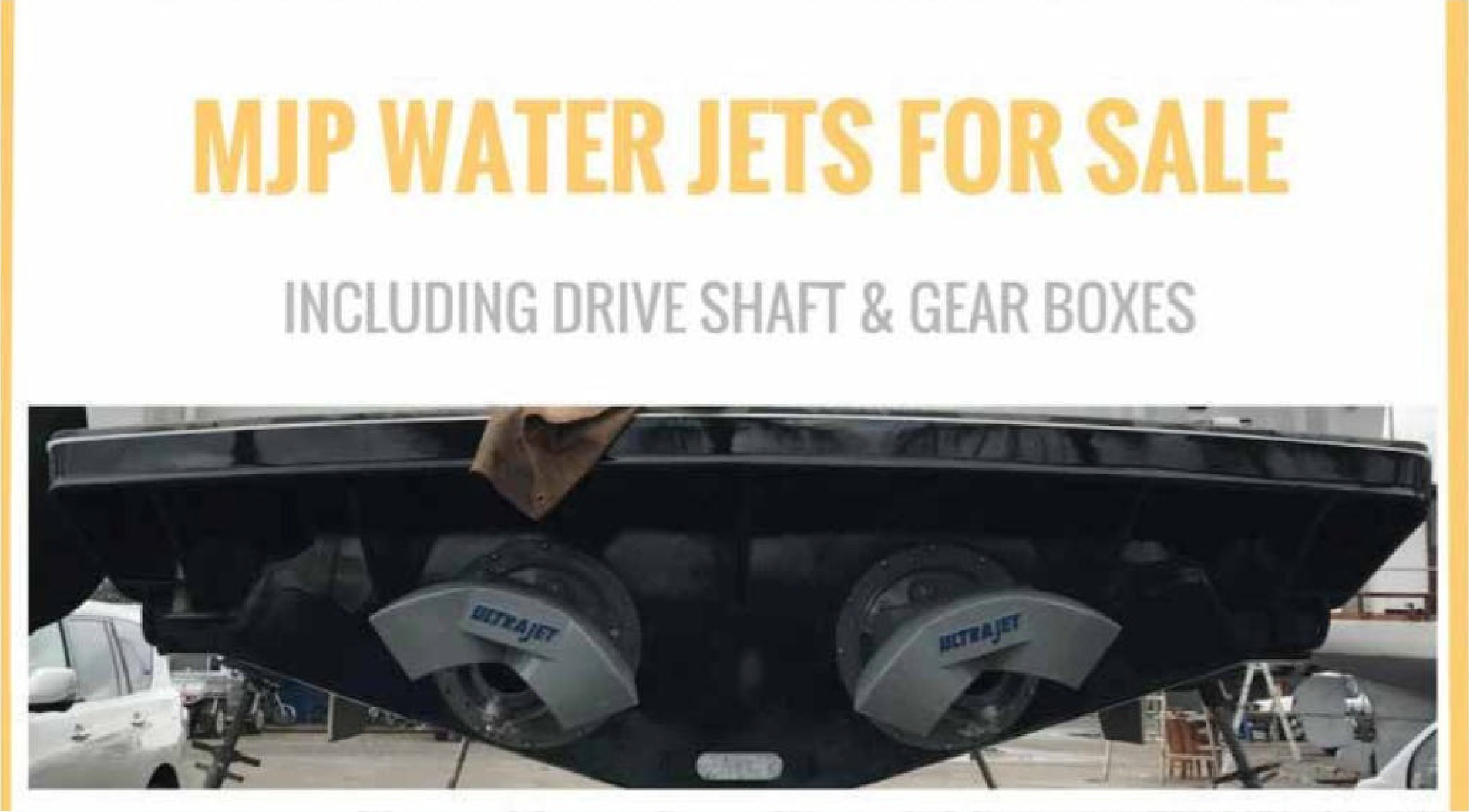


2019 Marine Jet Power MJP Ultrajet 305 ZF 280-1 Vertical Offset Direct mount marine transmission
MJP WATER JET FOR SALE | Including Drive Shaft & Gear Boxes **TAB11324**

QLD 0427355245 (P) $60,000

2019 Freedom Number Jupiter Beige
New Detachable Boats for fishing and recreation. The beauty of unique design makes this boat detachable. **TAB9118**

QLD 0420611299 (P) $4,400

2009 QUICKSILVER 470
Quicksilver 470 inflatable with 40hp Mercury 2 stroke. 2009 model with less than 50hrs sitting on a Dunbier trailer **DIY855888**

TAS 0448 241 364 (P) $7,500

Fremantle Sailing Club 10m Pen 1
Offered for sale by Martin Box Marine on behalf of the seller. This 10m Pen is located half way **TA108788**

WA 04 1881 9181 (D) $69,000

2018 FISHER 6 METRE
Half cabin, 5mm bottom, 4mm sides, deep V. 2mt bunks. 2 curves glass screen & wiper. Hard top. 1950mm head ht. 230L fuel. Water tank. Solar panel. **DIY912675**

QLD 0428 785 635 (P) $54,500

TIMBER CUSTOM
Timber Motorsailer "WINDORMAR" 45' Huon Pine. 1964 Philip Rhodes designed. Twin engines matched pair GM453 diesels. **DIY804375**

VIC 0418 336 149 (P) $175,000

2006 SAVAGE 480SP CENTURION - CUDDY CABIN White
Savage Centurion 2006. 90H.P re-powered to Evinrude Etec in (2009) - less than 100 hours. Rouge 4 blade stainless steel prop. **TAB12740**

NSW 0436619851 (P) $24,500

2020 Shute Harbour Marina - Whitsundays 10m Berths

Every boat owner's island paradise dream come true. To be built to world-leading international standards and best practice in environmental design, Shute Harbour Marina now offers pre-sales of 395 berths ranging in size from 10 metres to 30 metres, with larger options available. TAB11191

QLD 0408832995 (P) $165,000

1960 TIMBER Putt Putt Red

Timber Put Put boat with Simplex motor and outboard motor TAB8885

VIC (P) $15,000

Adriatic III

1970 VINDEX CUSTOM FLYBRIDGE

Ex charter fishing. Built for survey in Sydney by late Frank Lipanovich DIY855886

NSW 0427 627 477 (P) $25,000

2003 JEANNEAU Sun Odyssey 35

Jeanneau Sun Odyssey 35 launched in 2003. Yanmar 30hp 3 cylinder diesel (2016) with 104hrs. 2 Cabin layout. TA108728

VIC 03 5979 3177 (D) $90,000

CUSTOM HOUSEBOAT

36 ft houseboat. Anti fouled 25/08/18 DIY912639

NSW 0422 385 861 (P) $60,000

2013 PLATE ALLOY 6.4 METRES

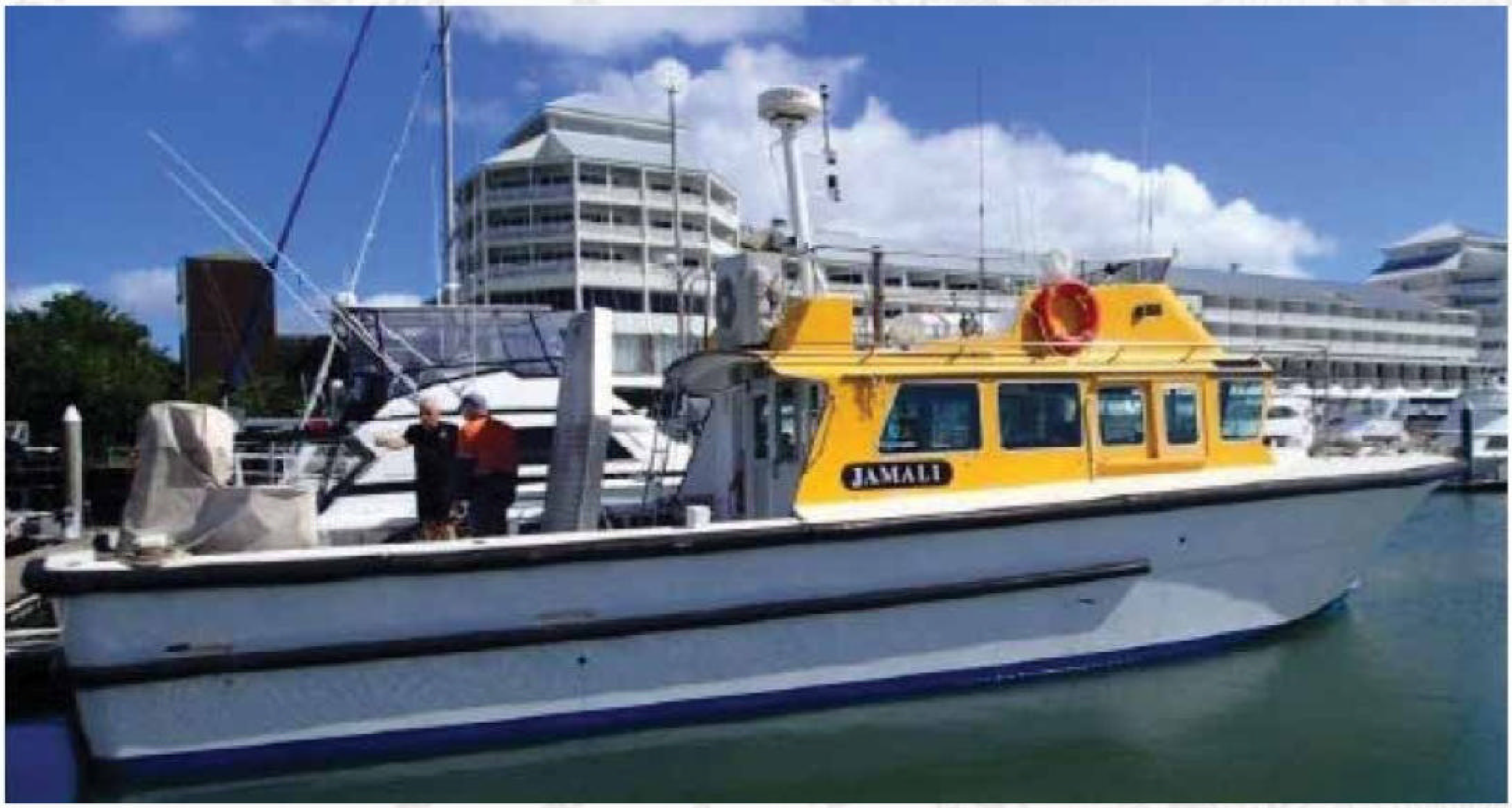
Hard top, glass windscreen. Anchor winch. Hyd steering. Fusion radio. Inbuilt rod holders, aluminium bait board DIY803739

VIC 0407 722 187 (P) $32,000

1995 Baudouin V12

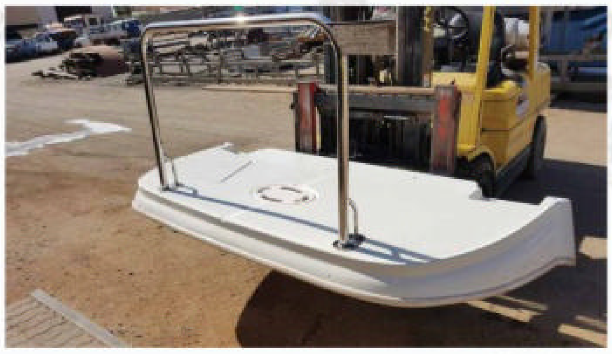
Baudouin V12 Weichai-Baudouin TAB12664

VIC 0418528216 (P) $8,500



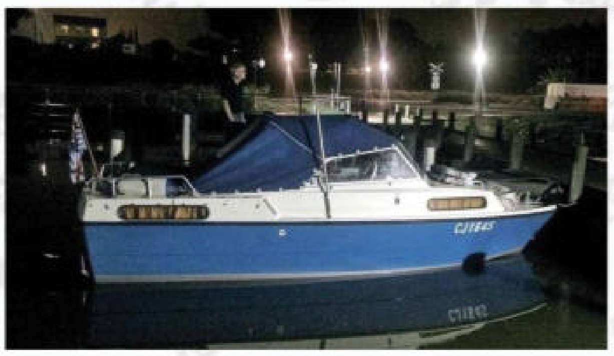
1986 Roberts Randall Commercial vessel Work Boat Twin Screw GM 892's Orange
JAMALI. AMSA 2C survey till 2024. 2+6 Passengers. Located Cairns Qld. Valuation survey available. **TAB11165**

QLD 0418733581 (P) $220,000



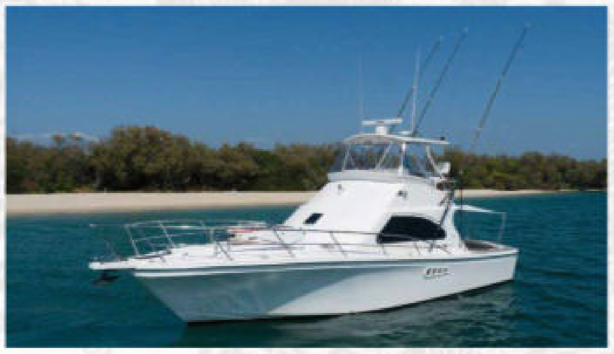
2005 SEA RAY 315 Swim Platform
swim platform **TAB8765**

NT 0889555522 (P) $3,000



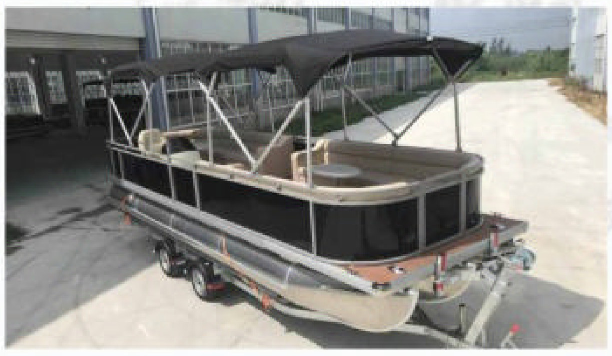
1972 CRUISER FOLKPARCA Centre Cockpit
Family Cruiser. 2 cabins 4+ bunks. Galley facilities, PortaPotti. Lots of storage. Easy to handle, economical to run. Sea or river **DIY855879**

SA 0428 885 650 (P) $26,500



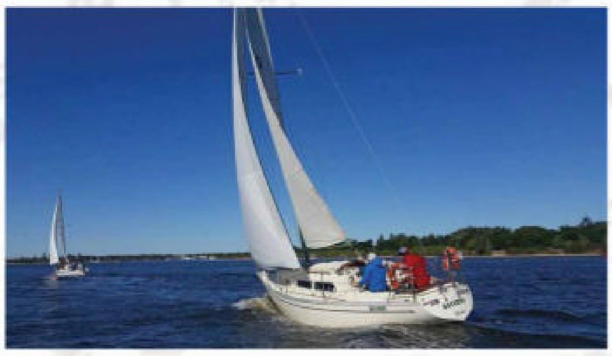
2001 Black Watch 40 Flybridge
Black Watch 40 in current AMSA 2-C Survey. New to the market and ready for immediate inspection **TA108724**

QLD 07 5502 9544 (D) $399,000



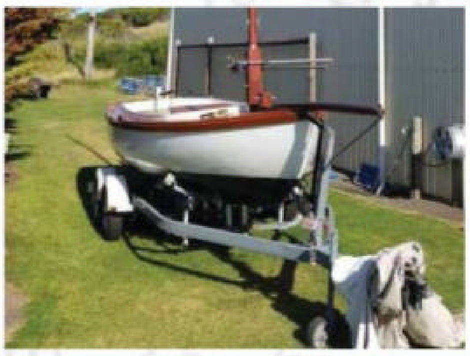
BRINOVO BOP7500
2018 brand new 25ft triple pontoon leisure boat **DIY912464**

VIC 0435 123 721 (P) $49,500



1981 CAVALIER 975
Bacchus is a successful Club racer. Built in 1981 to MSB Survey. It has since been owned by sailors committed to performance, safety and reliability **DIY801730**

NSW 0438 480 942 (P) $42,500



1930 COUTA BOAT CLASSIC White
1930 Coutaboat **TAB12663**

VIC 0418528216 (P) $25,000

1924 Gaff Ketch rig ex pearling lugger Pearl lugger White
64ft 1924 Broome Pearl Lugger fully restored (rebuilt) to AMSA survey requirements.Excellent condition. Price: P.O.A. TAB10792

VIC 0429924399 (P) $450,000

1998 STEBER Commercial White
FISHING CHARTER BUSINESS FOR SALE - MELBOURNE TAB8736

VIC 0425 723 728 (P) $380,000

1990 ADAMS 40 CENTREBOARD
Strip plank, new hull paint & antifoul, 2 new hatches. Recond Isuzu 52hp. Needs 2 sails hence price. Marina Williamstown. DIY855878

VIC 0414 872 801 (P) $40,000

1985 Marksply 25 Flybridge
Ideal entry level diesel powered moored cruising boat. This flybridge cruiser is powered by a 165 TA108723

NSW 0249505706 (D) $19,500

2006 FARR B30
Volvo motor 18hp recently serviced. Filter & oil change. Recently anti fouled. Reefing main 4head sails, toilet, hot water, gps, depth sounder DIY911836

NSW 02 4973 6735 (P) $36,000

1984 HAINES HUNTER V19R
2004 Johnson 140hp 4 stroke (400 hrs). New hydrive steering. New Lowrance HDS 9 with 1kw transducer. GME AM/FM/VHF radio. Nav lights. Good trailer. DIY798767

TAS 0467 221 880 (P) $35,000

1995 TWIN DISC MG5061A
TWINDISC Gearbox TAB12662

VIC 0418528216 (P) $6,500

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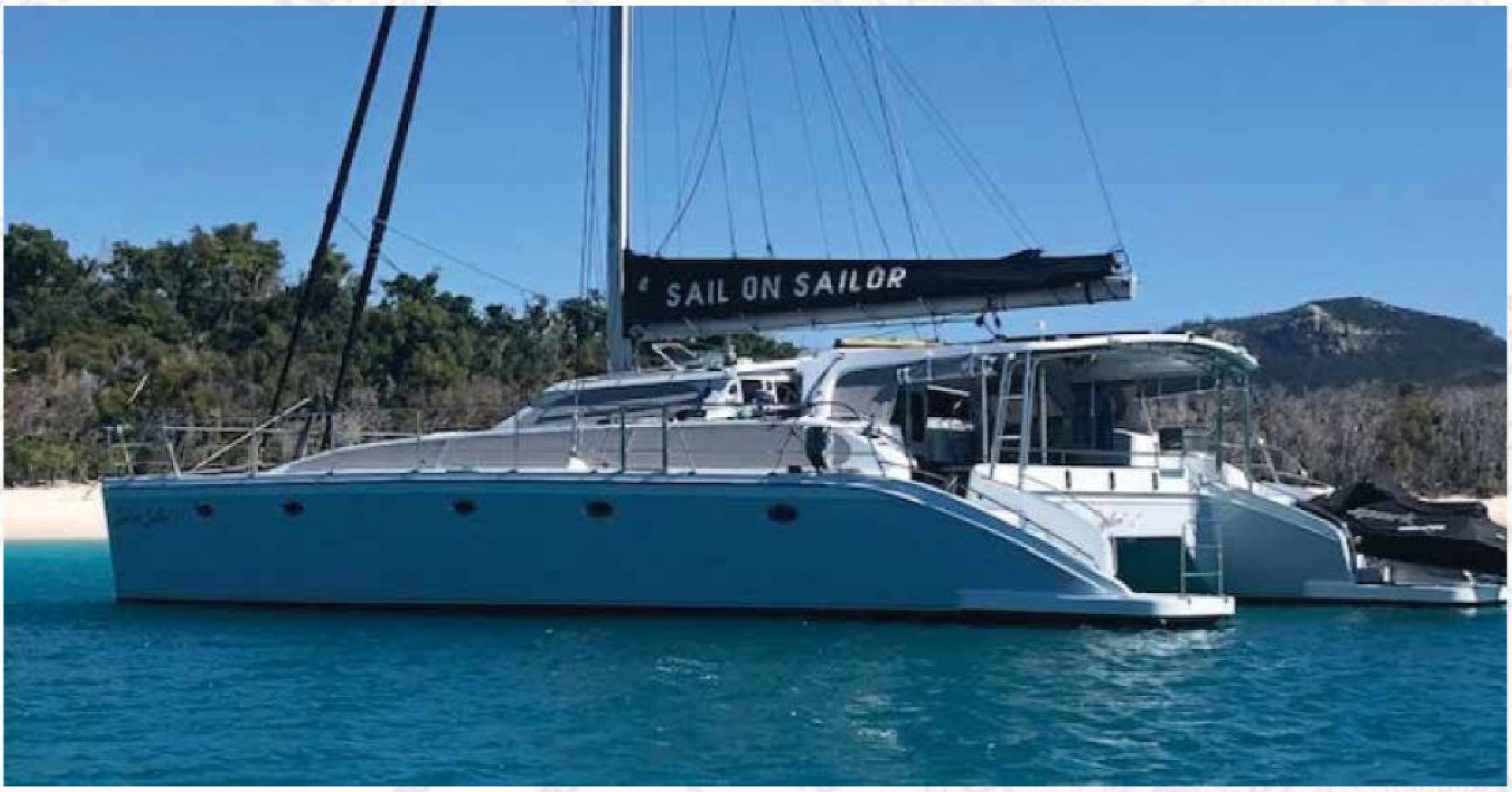


2018 PERRY Catarmaran 57

Perry Catamaran 57, Commissioned 2018. This vessel was custom built for the owner of Perry Catamarans. No expenses spared in the construction or fit out of this vessel. An abundance of extras in fitting out, rigging, sales, and finishes. Designed for long distance cruising and live-aboard. **TAB10356**

TAS 0428561733 (P) $2,500,000

2007 MERIDIAN 391 SEDAN BRIDGE White

2007 Meridian 391 with 2 Cummins diesels only 450 hours, shaft driven, bow and stern thrusters and with loads of extras **TAB8701**

NT 0408832487 (P) $350,000

1969 GRIFFIN CUSTOM LAUNCH

45 (13.8m) Classic Timber Launch in the great style of the 1960's is reluctantly offered for sale **DIY855787**

WA 0422 719 676 (P) $185,000

2002 Riviera 36 Single Cabin

2002 Riviera 36 Single cabin in very good order. **TA108697**

QLD 07 5502 9544 (D) $249,000

1984 BERTRAM CARIBEAN

25 ft, Mercruiser 496 HO upgraded to 500 hp. Shower toilet stove sink 100 lts water 600 fuel, Lowrance sounder gps anchors etc. Brand new Galvanised **DIY910642**

QLD 0417 316 122 (P) $66,000

2008 PONTOON CUSTOM

River boat. 30ft x 10ft over 2 leves. 70hp o/board approx 30 hrs. Inc custom trailer **DIY798467**

NSW 0412 332 357 (P) $39,500

2010 Plough Anchor 167kg

1 x 167kg plough anchor **TAB12611**

QLD 0419 703 003 (P) $700

QUEENSCLIFF HARBOUR

1968 COMMERCIAL FISHING VESSEL Steel
Vessel had a major refit in 2019 but is now surplus to requirements. TAB10328

VIC 0437516118 (P) $790,000

2004 MERCURY SALTWATER SE
Twin 225 HP Mercury 4- Stroke EFI Outboard Motors XL Less than 350 Hrs each 0ne counter rotating TAB8466

VIC (P) $18,500

1997 ALLISON ANGLER 195
Commercial 19' Cuddy with powerful engine. In survey until Dec 21 for 7 pax offshore or 13 inshore. Would suit Water Taxi nusiness or fishing rig. DIY855675

QLD 0407 424 488 (P) $28,000

2005 Leisurecat 9000 Kingfisher
Regarded as the best performing of the Leisure Cat hulls, the 9000 Kingfisher is a perfect all TA108696

WA 04 1881 9181 (D) $164,900

2013 HAINES HUNTER 760R
Regretful sale! Selling my Haines Hunter 760R Limited, with 2 Yamaha 4Stroke 225s. Decked with all bells and whistles, DIY909507

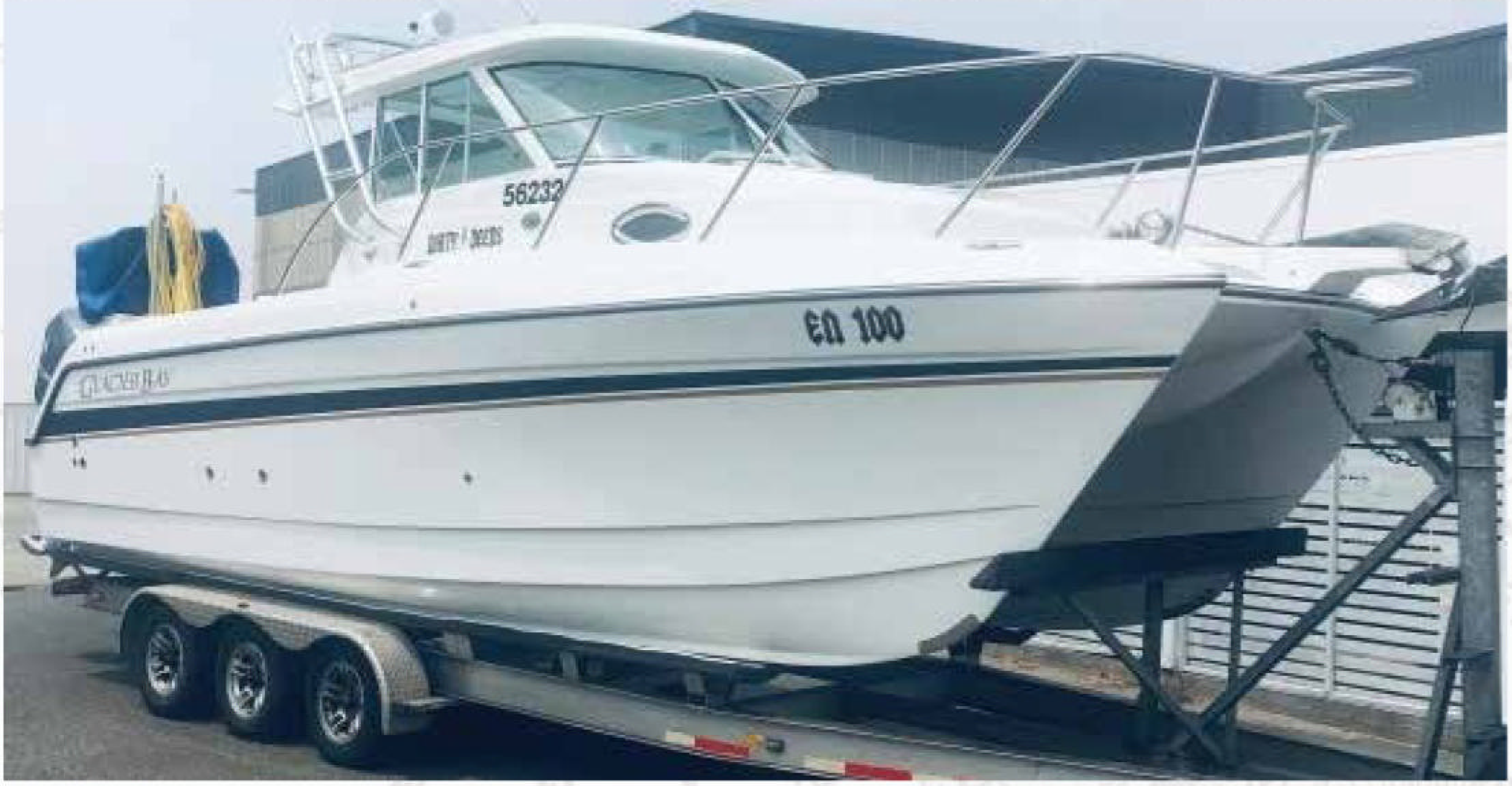
VIC 0433 114 230 (P) $185,000

BEACHFRONT LUXURY APARTMENT LOCATED TANGALOOMA RESORT MORETON ISLAND
Spectacular 3 bedroom beachfront luxury apartment located at Tangalooma Resort, Moreton Island. DIY797688

QLD 0432 738 123 (P) $0

2020 CUMMINS NTA-855
Nta855-m350 TAB12586

QLD 0408781735 (P) $49,500



2012 GLACIER BAY 2680 Coastal Runner White
The best equipped Glacier Bay of this type in Australia **TAB10294**

TAS 0428561733 (P) $198,000

2010 Volkswagen TDI 3.0L V6 265
Volkswagen 3.0 V6, diesel for sale. Runs perfectly as you'd expect from an engine of its age. Has been currently removed and ready to view. **TAB8333**

VIC 02 4256 6135 (P) $20,500

2009 HERSHINE JEFFERSON 52
Luxury, ease of handling & seaworthiness are the hall marks of this popular American/Hershine design. Home living comfort. **DIY855291**

NSW 0418 257 772 (P) $795,000

2000 Ed Monk Flybridge Cruiser
Based on an Ed Monk design, driven by 300hp Perkins diesel engine and includes 13hp genset, **TA108695**

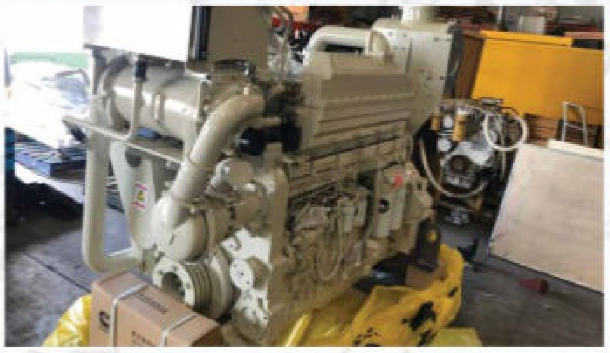
QLD 07 4955 6855 (D) $135,000

1995 PARAMOUNT SUPERFISHER
Fast offshore centre console, handbuilt Cigarette-Family hull **DIY907276**

QLD 0410 325 022 (P) $65,000

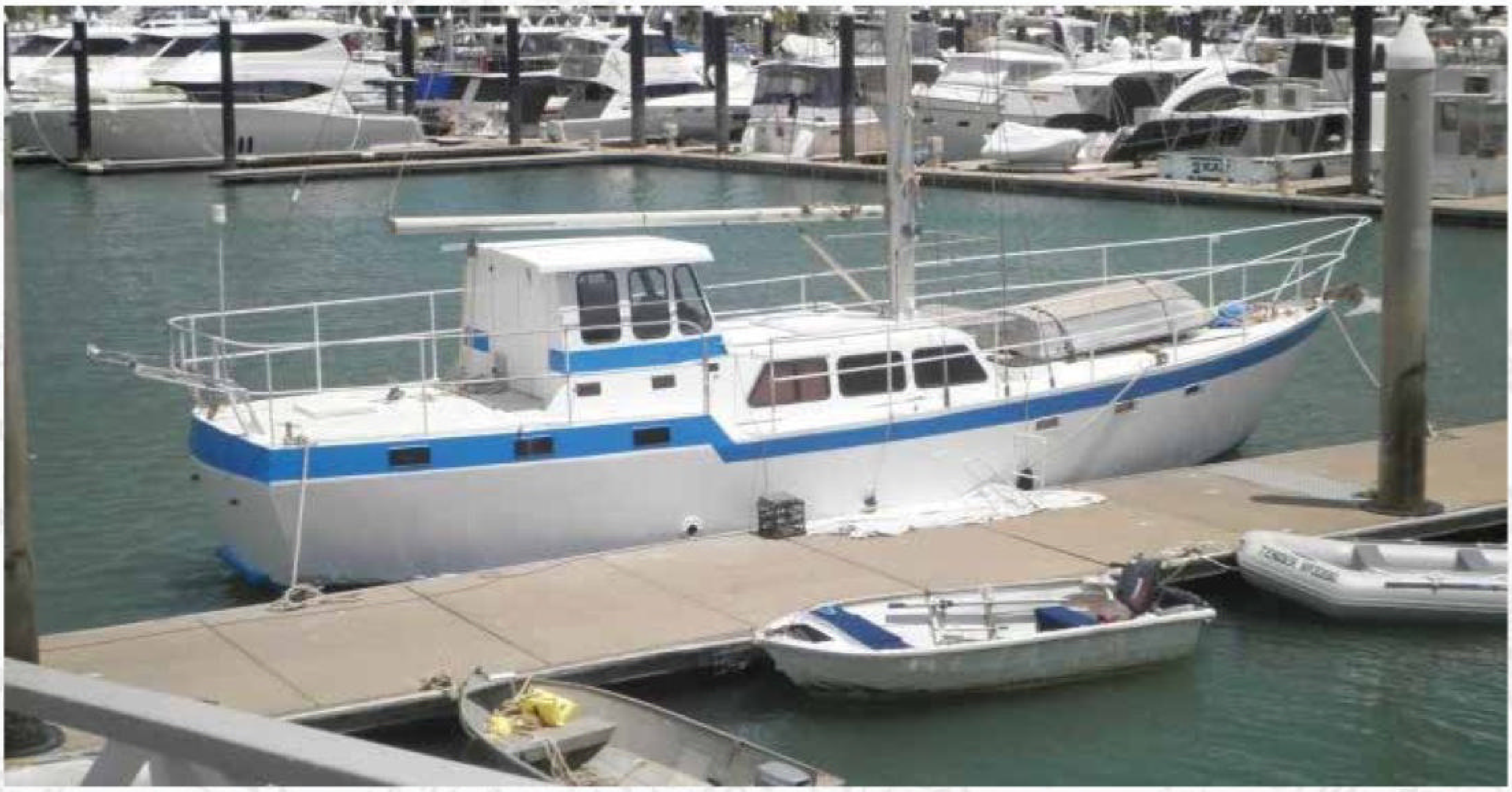
2012 BAYSPORT 545
Boat no longer for sale. **DIY797497**

QLD 0447 079 151 (P) $37,000



2020 CUMMINS KTA 19
Kta19-m500 **TAB12585**

QLD 0408781735 (P) $66,000



1984 JOHN PUGH SLOOP White

What you need, you add what you want. TAB10072

VIC (P) $64,720

2009 CATAMARAN CRUISING CAT White

Very comfortable long distance cruiser with 20 knot plus sprint. TAB8249

NT 0428 929 045 (P) $360,000

LUCRATIVE BUSINESS OPPORTUNITY

80 Greenwell Point Road, GREENWELL POINT* 1650sqm water front block* Commercial 50m slipway, large boat building shed DIY855245

NSW 0404 210 824 (P) $1.90mil

1985 Searle 26

ENTRY LEVEL FAMILY CRUISING YACHT WITH YANMAR SHAFT DRIVE DIESEL, GENOA FURLERPARTIALLY BATTENED TA108694

NSW 0249505706 (D) $8,900

SIMPLEX SINGLE CYLINDER 5-7

Putt Putt Engine for sale DIY906634

NSW 0412 069 855 (P) $3,650

1982 ALLROUNDER HAINES HUNTER V17L

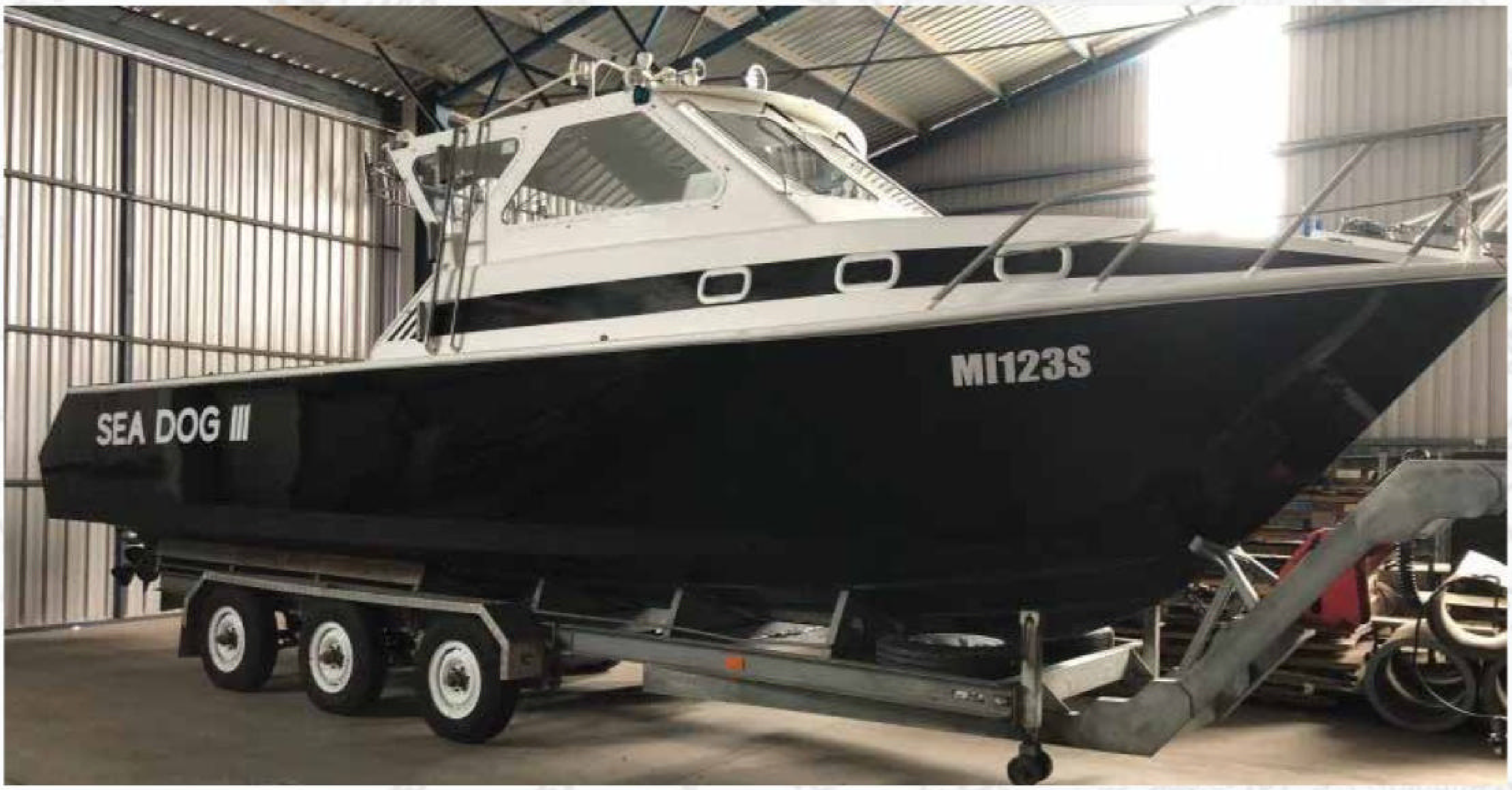
All safety gear. Marine radio. Bimini DIY794738

SA 0421 159 654 (P) $15,000

1959 MILLKRAFT Classic (Power)

"Barrine" is a Norman R Wright & Sons designed sedan cruiser built by Millkraft Brisbane TAB12579

QLD 0458696100 (P) $110,000



2000 David Young Custom 9.8 metre Sports Fishing Vessel White
Owner will sell complete with GMC 350 2011 Denali 53,000 kms fitted with legal towing capacity of 10.3 tonnes. Boat and Denali $404,000 **TAB10031**

NSW 0418400032 (P) **$254,000**

1988 Magnum Marine Magnum
Boat has been stored in shed so is in good condition, needs to be re upholstered inside etc, **TAB8183**

VIC 03 5441 4488 (P) **$10,000**

BENETEAU OCEANIS 500
Built 1990 in France. Solid fibreglass. Commercial Reg. 85hp Perkins. Many upgrades in last 4yrs. **DIY853034**

QLD 0427 333 731 (P) **$240,000**

2022 Sea Ray 230 SPX
2022 Sea Ray 230 SPX Bowrider... Licenced for 13 Adults and available with a toilet.... **TA108675**

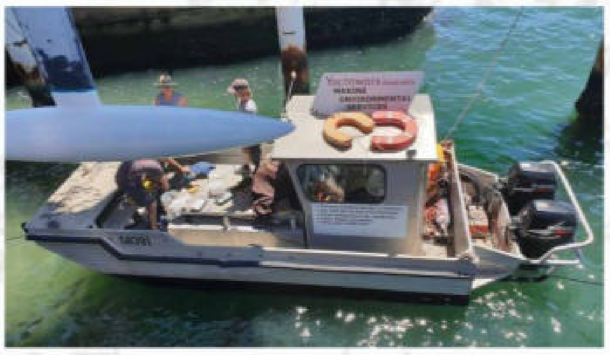
QLD 07 5519 9035 (D) **$129,639**

1987 REX NORTON CRAYBOAT
In 3B Survey Ready to work, excellent electronics, well maintained, economical 15 knot cruise and 21 knot sprint **DIY905589**

NSW 0411 494 125 (P) **$165,000**

SWIFTCRAFT SEA RANGER
Completely rebuilt, everything is brand new. Trailer is single axle braked, as brand new. Boat is complete with Viper anchor winch. **DIY792826**

VIC 0418 333 773 (P) **$15,500**



2009 EXCEL CUSTOM COMMERICAL PUNT Grey
BUSINESS OPPORTUNITY!Current Certificate of operation with AMSA for Domestic/Commercial vessel Currently operating on Sydney harbour **TAB12576**

NSW 0424474175 (P) **$50,000**

2002 Overmarine Mangusta 72 White
Bargain Priced and reduced $400k TAB9964

VIC 0414901109 (P) $890,000

2016 QUINTREX 570 Top Ender
This boat was purchased on retirement and has been used 6 times and garaged TAB8182

WA 0417304779 (P) $55,000

CHINESE 4 CYLINDER TURBO
Marine diesel engine *BRAND NEW* 50hp turbo. 4cylinder. Low decibel & economical DIY852666

QLD 0402 199 473 (P) $6,200

2022 Sea Ray 210 SPX OB
2022 Model Sea Ray 210 SPX OB... Outboard enthusiasts will love this adventurous bowrider. The SPX TA108674

QLD 07 5519 9035 (D) $105,489

ABALONE COMMERCIAL FISHING VESSEL
Commercial fishing boat in 3B Survey, Live Tanks, sleeps 8, 3408 Cat, 1.5T Crane, Holds 3 dinghys. Current Abalone Mothership. DIY904444

TAS 0418 458 971 (P) $140,000

2002 MACKAY MULTI LINK TRAILER
New tyres and new spare. 9000 lb electric winch. Excellent condition DIY786543

VIC 0418 502 241 (P) $3,500

2004 COUGAR CAT COMMERCIAL Beige
Built at max length for a coxswain this passenger ferry comes with a 1C survey to carry 50 passengers. TAB12572

VIC 0422082247 (P) $350,000

7.0m Specmar Trailable Landing Craft - Brand New

7.0m Specmar Trailable Landing Craft - Brand New **TAB9935**

QLD 0428513238 (P) $200,000

1969 POMPEI Motor Cruiser

"Tarni" is a very well known vessel on Port Phillip Bay and used as the Brighton Yacht Club Rescue boat for many years. **TAB8181**

VIC 0417885445 (P) $65,000

CRUISER CRAFTSMAN BUILT

36' Launch. Hartley design - unfinished project. New twin disc gearbox (suits up to 250hp). **DIY851188**

NSW 0408 530 970 (P) $38,000

2022 Boston Whaler 420 Outrage

2022 Boston Whaler 420 Outrage... STANDARD EQUIPMENT included in Base Price **TA108673**

QLD 07 5519 9035 (D) $1.66mil

2001 RANDALL 48' CHARTER VESSEL

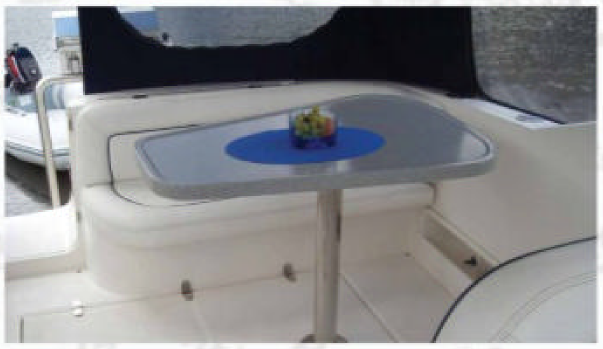
Ply glass very strong built big volume charter vessel 1c 2c 2b 1d 2b 200 mile limit 2c 12+2 Volvo 470 hp fully rebuilt, 18 liters hour at 10 knot, **DIY904085**

SA 0427 921 207 (P) $160,000

1979 ROBERTS SOUTH COAST 3

Full headroom. Well maintained yacht. Plenty of storage. GPS, radios, safety equipment. Good galley & nav table plus 12volt fridge **DIY786431**

NSW 0417 452 468 (P) $44,500



2003 MUSTANG 2800 Series III White

NEW NEW NEW **TAB12570**

NSW 0411024082 (P) $93,900

90
www.jvmarine.com.au

REVIVAL 525 CUDDY CABIN - Not for sale Demo website only

Revival R525 Sportz Cuddy CabinPerfect for bays and rivers, the 525 Cuddy is easy to store, launch and retrieve. Plenty of cockpit and cabin space. Very soft riding hull and stable at rest. Powered by a powerful 90hp Mercury EFI 4-Stroke with a 6 year factory warranty! We've fitted a heap of great extra's to this boat package so all you have to do is bring the rods and bait! DBD654204

VIC (D) **$41,990**

2019 CONTOY 65 White

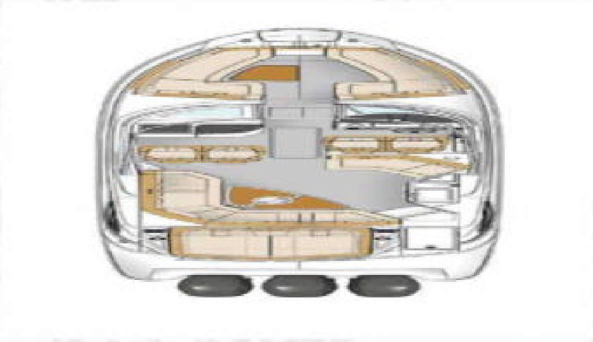
Catamaran Contoy 65 TAB8173

Mexico 9981888724 (P) **$539,000**

2002 ROBERTS 53

My yacht (home) has not long finished a major refit & is ready for a new owner to sale away for years. DIY847576

WA 0477 607 741 (P) **$235,000**



2022 Sea Ray 350 SLX OB

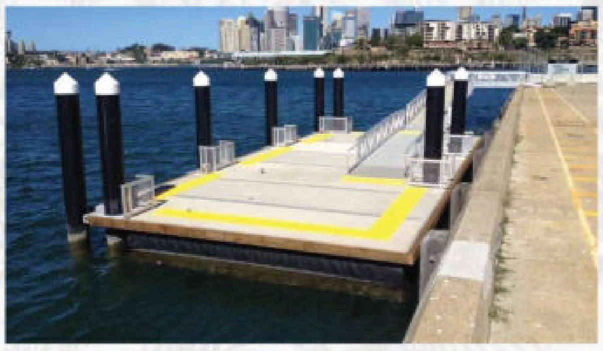
ARRIVING JANUARY 2022... Introducing the new 2022 Sea Ray SLX 350 Outboard, TA108672

QLD 07 5519 9035 (D) **$595,000**

1986 PROUT 60

The Ideal Family cruising yacht, to cruise the world in comfort and safely DIY903468

QLD 0490 487 349 (P) **$610,000**



2013 PACIFIC PONTOON & PIER

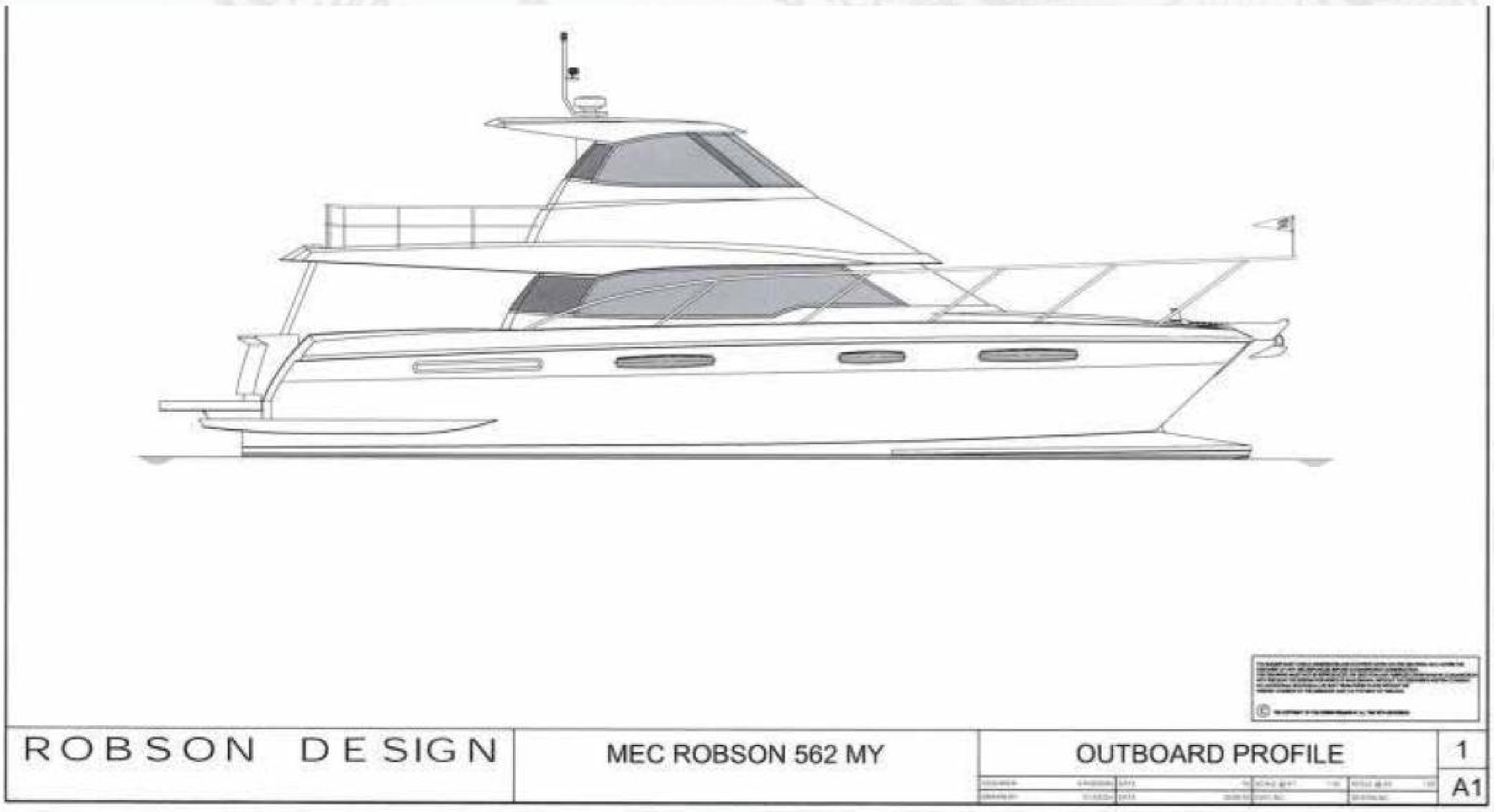
EOI Closing 12 noon, Friday 17th March 2017. Designed for 42 metre, 400 passenger ferry DIY785261

NSW 02 9555 7000 (P) **$0**

1984 VAN DE STADT Pion 30 White

The PION 30 boasts an excellent reputation for being a strong and capable yacht, well suited for anything from day sailing to true blue water passages. TAB12505

QLD 0438919800 (P) **$29,500**



2019 MEC Yachts 17m Pleasure White
POA - 17m Luxury Power Catamaran **TAB8175**

QLD 0 7 55028811 (P) **$0**

1996 BLUE WATER 400 RAISED
dams Bluewater 400 Cruising Yacht. All accessories for Ocean Cruising. One owner 20 years. Yanmar Diesel. Faultless condition. **TAB8010**

VIC 0404 359 737 (P) **$264,990**

PH 07 47459155
Ferryman

1972 BARGE 50 PERSON PASSENGER CARRYING BARGE
River cruise business KARUMBA Qld WEST coast. Sunset cruises, Croc spotting 3900 pax for 2017 season. **DIY847012**

QLD 07 4745 9155 (P) **$270,000**

2022 Sea Ray 350 SLX
New Model 2022 350 SLX Bowrider Packaged from $546K including-Standard Features in **TA108671**

QLD 07 5519 9035 (D) **$546,138**

2006 NEW WAVE CATAMARAN XTC
PAUL STANYON DESIGN 43 EXPLORERA very capable live aboard vessel with all you need for extended trips to remote locations. **DIY900713**

WA 0456 629 639 (P) **$395,000**

SEA RAY 240 WEEKENDER
DIY784643

VIC 0407 523 390 (P) **$32,990**

2010 MTU 2000 SERIES
MTU 2000 Series2010 Model $20,000 ono **TAB12490**

NSW 0412418708 (P) **$20,000**

2019 QWEST AVANTI 823 LANAI

2019 model Qwest Luxury Pontoon DIY950448

QLD 0488 686 206 (P) **$52,990**

2003 RIVIERA 47 FLYBRIDGE

The perfect weekender. DIY900712

WA 0456 629 639 (P) **$549,000**

2015 VELOCITY V7 Super Social

Super Social. Powered by Mercury Racing 400R. Demo boat built to impress and perform DIY784406

VIC 0412 038 789 (P) **$105,000**

1984 BERTRAM 23 Flybridge Cruiser

23FT Bertram Flybridge Cruiser - (Selling due to Health Reasons) TAB12489

NSW 0418410536 (P) **$28,500**

FLOATING BOAT SHED

Fully lockable. 6mt x 8mt. Catamaran aluminium hulls. Colour bond cladding. Huge side deck DIY846480

NSW 02 4733 4274 (P) **$34,000**

2022 Boston Whaler 350 Realm

ARRIVING IN STOCK JANUARY 2022 350 Realm Standard Features include- Triple 300hp V8 DTS Black TA108670

QLD 07 5519 9035 (D) **$947,000**

2006 REGAL 3760

Regal 3760 Twin Volvo Penta Diesel Engines TAB8002

VIC 03 9772 8976 (P) **$187,000**

2004 OWEN EASTON EASTON 46
Easton 46 feet aluminium Catamaran. Located in French Polynesia. **DIY950198**

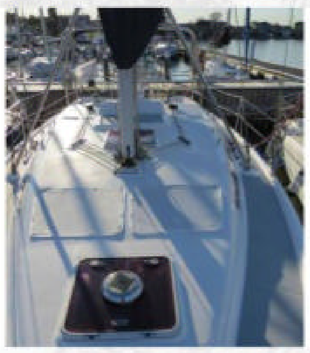
NSW +491705652144 (P) **$240,000**

CUSTOM CAIRNS CUSTOM CRAFT ALUMINIUM
3C commercial. Freshly painted, no motors. Air conditioned cabin. PRICE NEGOTIABLE For QUICK SALE **DIY889867**

QLD 07 4745 3479 (P) **$88,000**

2017 HAMPTON 2485 Lexington
Hampton Pontoons offer endless options for your next getaway. Whether its fishing, skiing or just floating around on the river **DIY783852**

QLD 0418 220 422 (P) **$65,000**



2007 HUNTER 36 White
Hunter 36- Family Getaways or Blue Water Cruising. **TAB12479**

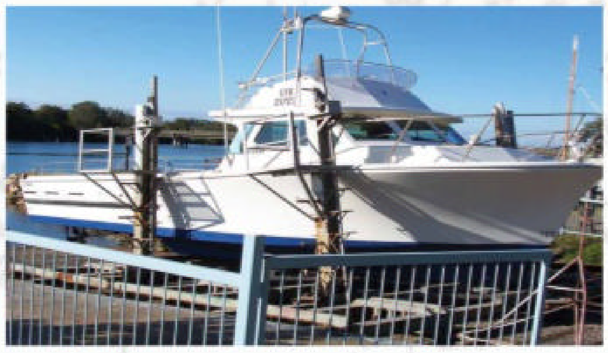
NSW 0413005048 (P) **$135,000**

PARTIES AFLOAT TWIN DECK CATAMARAN
Huge Aluminium twin deck Catamaran. 13.7mt long x 4.6mt wide. Toilet, sink, & cupboards. Be the talk of the town. All is needs is two outboards **DIY846476**

NSW 02 4733 4274 (P) **$66,000**

2022 Boston Whaler 350 Outrage
2022 Boston Whaler 350 Outrage with standard features including-... Triple 300hp V8 Mercury **TA108669**

QLD 07 5519 9035 (D) **$779,000**



1984 STEBER 12.5 METRES
Charter Fishing Boat in very good condition. Also available NSW Charter Fishing Licence for 26 and Private Wharf if required POA **TAB7936**

NSW 02 65855474 (P) **$115,000**

2019 MAKOCRAFT 376 TRACKER CAR TOPPER extra high side
Makocraft 376 Car topper t DIY947551

VIC 0417 800 116 (P) **$2,590**

MARINA BERTHS 15M AND 13M
Freehold Marina Berth, Bayview Marina, Darwin NT. Berths are side by side & have easy access egress. Close to the lock and the facilities building. DIY888355

NT 0447 270 148 (P) **$110,000**

2007 LUHRS 31 OPEN
As new condition only 1 owner. Never fished. Every possible extra. Recently antifouled & serviced. Contact David for full inventory DIY781444

NSW 0418 123 220 (P) **$199,000**

2008 CUMMINS MARINE GENSET
2 x Perkins Sabre 3 Phase 50kva Diesel Marine Genset TAB12460

QLD 0419 703 003 (P) **$8,000**

WATER TAXI ALUMINIUM CAT
11mt x 3mt. In rego for 30 pax. Twin 140HP Suzuki's. Little use DIY846469

NSW 02 4733 4274 (P) **$122,000**

2022 Boston Whaler 345 Conquest
2022 Boston Whaler 345 Conquest Pilothouse featuring (as standard)-... Triple Mercury 250hp V8 TA108668

QLD 07 5519 9035 (D) **$1.03mil**

1991 BRUCE ROBERTS LIVE ABOARD CRUISING VESSEL
Bear is a serious blue water cruiser that has circumnavigated two and a half times around the world with three different families. TAB7903

NSW 0433072616 (P) **$169,000**

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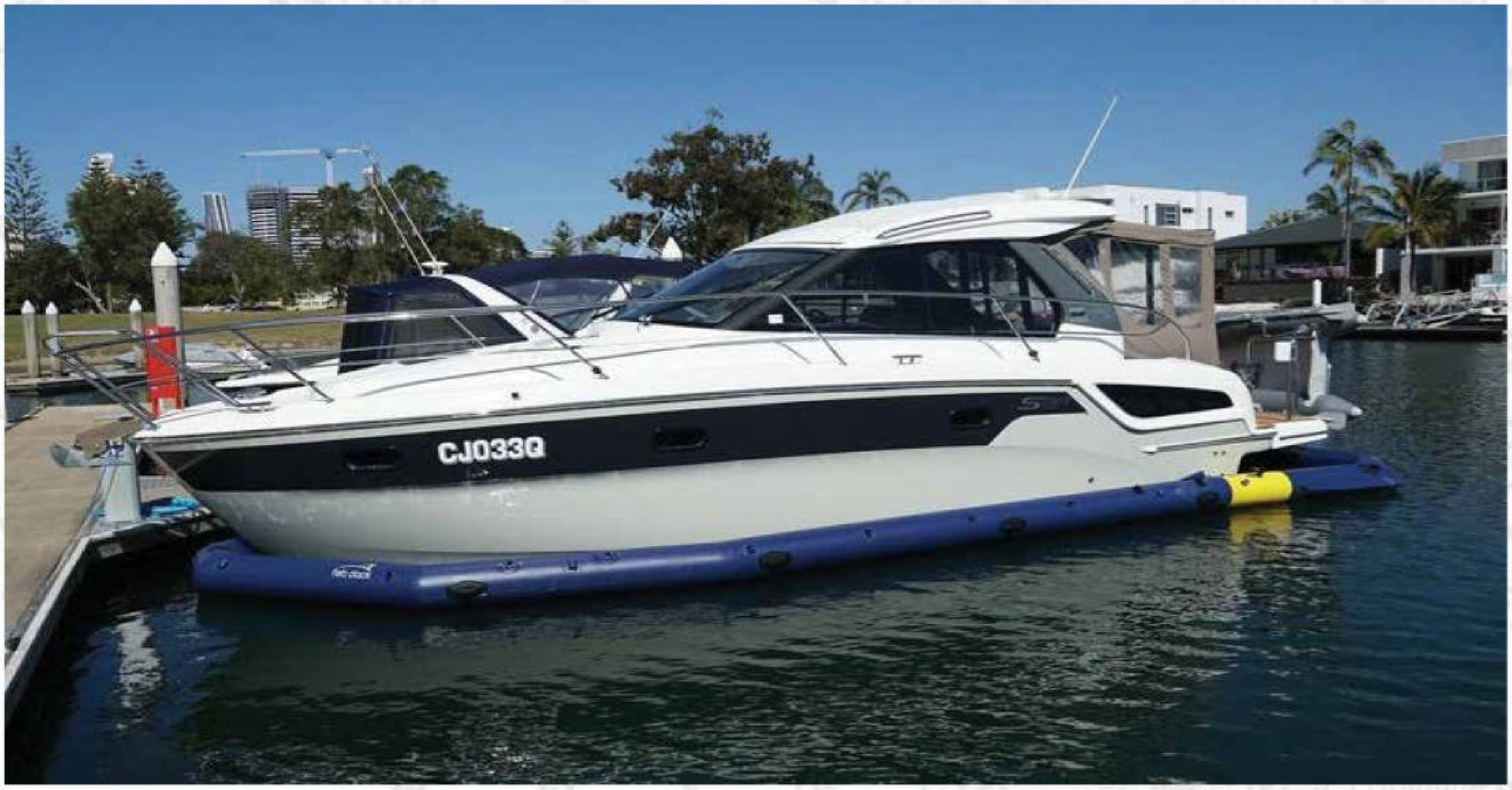


2017 BAVARIA S33HT
Exceptional condition Limited Edition 2017 Bavaria S33 Hard Top vessel located on the Gold Coast with very low usage (145hrs). Owners have taken very good care of vessel, with Mercruiser servicing and cleaning and it presents in a near new appearance. **DIY940083**

QLD 0402 373 169 (P) **$329,000**

1995 RADFORD 14.8M FAST CRUISER
Classic Radford centre-cockpit cutter rigged fast cruising yacht. Very comfortable for two couples. Three cabin layout, large aft cabin with ensuite, **DIY888328**

NT 0447 270 148 (P) **$220,000**

WELLCRAFT PRIMA 298
DIY780774

VIC 0438 965 352 (P) **$18,000**

2001 MACH-1 Australia 5.6m Ski Boat White
2001 Mach-1 Australia 5.6m Ski Boat - 1999 200HP Evinrude FICHT -1999 **TAB12386**

QLD 0448403718 (P) **$7,500**

2005 FOUNTAINE PAJOT LEVEZZI
12M. Good looking boat. Continually maintained. 4 cabin version. 2/3YM30 Yanmar Mtrs running well and clean, 7000hs approx **DIY844608**

QLD 0474 220 974 (P) **$280,000**

2022 Sea Ray 320 Sundancer OB
Presenting the 2021 Sea Ray 320 Sundancer Outboard........ Spend a day on the harbour **TA108667**

QLD 07 5519 9035 (D) **$625,916**

1973 HAINES HUNTER 1600SO
Well below half of cost! $39,890 ono, must sell. Classic Haines Hunter 1600SO high performance inboard. **DIY961370**

NSW 02 9528 3033 (P) **$39,890**

SAVE TIME AND MONEY WITH A SPECIALISED BOAT LOAN FROM CREDIT ONE!

2011 SUPERIOR H4
Superior H4 8 m Air dock System complete DIY939348

QLD 07 3284 4500 (P) **$15,000**

CUSTOM PONTOON BOAT/ TRAILERABLE HOUSEBOAT
To suit 1 - 2 adventurers. Shower/toilet module. Gas HWS. 2 x 90L water tanks. Full solar system. King single bed that can slide out to Q/size. DIY888035

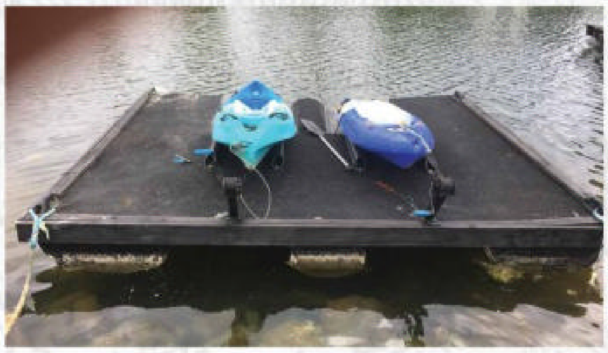
QLD 0418 550 268 (P) **$69,500**

1998 BAYLINER AVANTI 3685
Well maintained & kept in great condition. Both engines rebuilt with 400hrs on them. Many new accessories DIY780216

QLD 0403 509 910 (P) **$125,000**

2015 BRUCE ROBERTS Roberts
Built by professional to immaculate details- Unfinished project TAB12377

NSW 0418644354 (P) **$25,000**



CUSTOM PONTOON
Fits 2 jetskis. Measures 3.1 m x 3.6 m. If you are interested please give me a call or leave a message & I will ring you back. Patterson lakes. DIY844587

VIC 0410 265 915 (P) **$2,000**

2022 Sea Ray 320 Sundancer
2022 Model Sea Ray 320 Sundancer featuring-Twin MerCruiser® 6.2L MPI ECT Bravo® III w/ DTS TA108666

QLD 07 5519 9035 (D) **$559,000**

1986 DENNIS TS5
4 berth small lightweight trailer sailor in very good condition on very good trailer DIY954859

NSW 0423 172 754 (P) **$4,750**

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2005 HAINES SIGNATURE 630F

Haines Signature 630f half cabin. 150hp 4-Stroke Yamaha power. Drive on dual axle trailer. Everything a fisherman or fishing family could want **DIY935778**

QLD 0407 324 498 (P) $42,500

ROBERTS 40

Only been on water for 2 years and has sailed to Solomon's. Very safe and tidy boat **DIY887459**

NSW 0439 792 260 (P) $120,000

2008 CHEOY LEE Z-TECH TUG

Vessel Name: Yandeyarra. **DIY779353**

WA 0418 488 011 (P) $0

2015 CUMMINS QSB5.9

Cummins Marine QSB5.9 Engine with ZF-80-1 3:1 ratio GearBox **TAB12249**

QLD 0413444680 (P) $35,000

CUSTOM BARE HULL 15M

Requires finishing. 15x4.6 m. Semi displacement Roberts Waverunner 44 built 5ft longer **DIY843583**

QLD 07 5516 0782 (P) $30,000

2022 Sea Ray 310 SLX

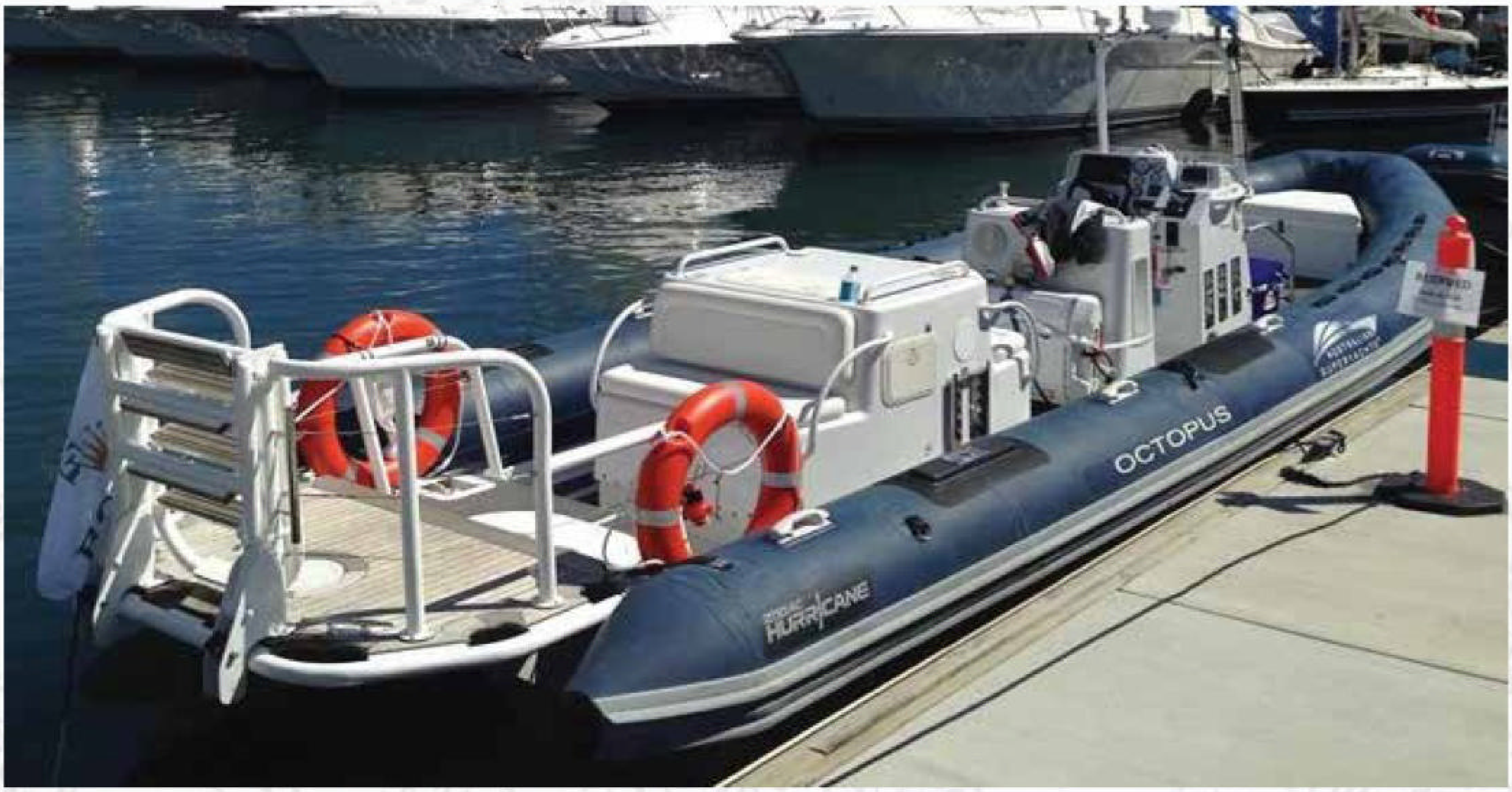
2022 Sea Ray 310 SLX package from $459K..... FEATURING (as standard)Twin MerCruiser® 4.5L **TA108665**

QLD 07 5519 9035 (D) $459,286

1973 ABEKING & RASMUSSEN LARGE PLEASURE CRAFT Ocean going

Steel pleasure cruiser, great on fuel, travel anywhere in the world **DIY954497**

NSW 0403 401 140 (P) $550,000



2003 ZODIAC HURRICANE MILPRO PROLUX 870 PROLUXE 878

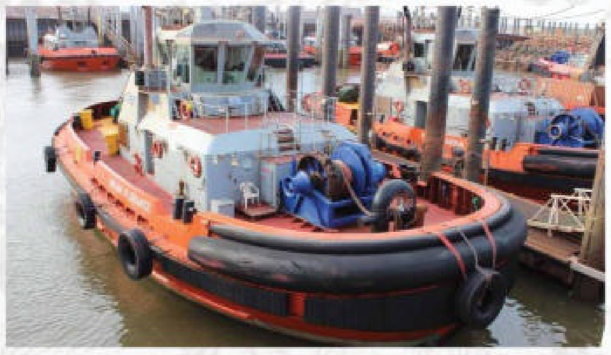
Ex-Dive Tender from the 126 metre superyacht OCTOPUS.AMSA 2C,2D & 2E commercial survey. 2C 4 Pax + 2 crew - 2D/2E 8 Pax + 2 crewVolvo Penta 370HP Rolls Royce KaMeWa Jet 30kts Australian Superyachts. Price ex-GST Plate aluminium hull. Teak Deck Dive Steps. Very high quality ex-superyacht tender. DIY928468

NSW 0410 689 289 (P) $120,000

1999 CUSTOM BUILT FAST PLANE

The Moonlight is a multipurpose built vessel built by Maxwell Robbins & Sons. DIY887453

VIC 0418 121 784 (P) $599,000



2007 CHEOY LEE Z-TECH TUG

Vessel Name: Mount Florance. Main Engines: 2x CAT 3516B (1864kw), 10,456 hours since rebuild, Hours: 20738. DIY779338

WA 0418 488 011 (P) $0

2005 RIVIERA M370 SPORTS CRUISER White

Riviera M370, based on Gippsland Lakes with floating berth available at extra cost TAB12046

VIC 0438744324 (P) $169,500

CUSTOM BUILT LUXURY 60' MOTOR CRUISER

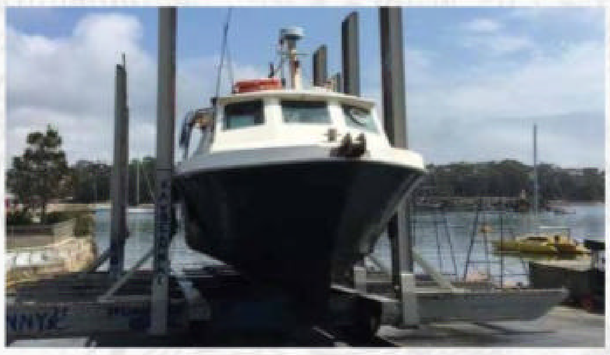
If you like what you see in the photos please call me & I will run you through all the equipment & features of this magnificent long range live aboard DIY843570

NSW 0412 338 332 (P) $439,000

2022 Sea Ray 250 SLX

2022 Model Sea Ray 250 SLX Package from $219K including-INCLUDED FEATURES & STANDARD TA108664

QLD 07 5519 9035 (D) $219,474



RANDALL WESTCOASTER

Randall trap and line boat DIY953104

NSW 0423 814 464 (P) $70,000

14M ALUMINIUM MAST, 4M BOOM & RIGGING
14m aluminium mast, 4m aluminium boom with sails and standing rigging. Great condition **DIY924777**

NSW 0403 862 953 (P) **$1,500**

1989 RIVIERA DIAVOLO 34
Fully restored. Will transport anywhere on the East coast, cost incl. **DIY886265**

QLD 07 4965 8043 (P) **$55,000**

2004 CHEOY LEE Z-TECH TUG
Vessel Name: Indee. Main Engines: 2x CAT 3516B (1864kw), Hours: 26341. Schottel Azimuthing Units, fixed pitch Propeller Model: SRP1215 **DIY779321**

WA 0418 488 011 (P) **$0**

2002 TRAWLER TIMBER Blue
For sale youngest trawler on the East Coast, LFB 10. **TAB12030**

NSW 0414865495 (P) **$145,000**

2014 SPY BOATS RX22
195hrs. 1 owner with full service history. Freshly serviced & ready for summer. Transom stereo control. **DIY843443**

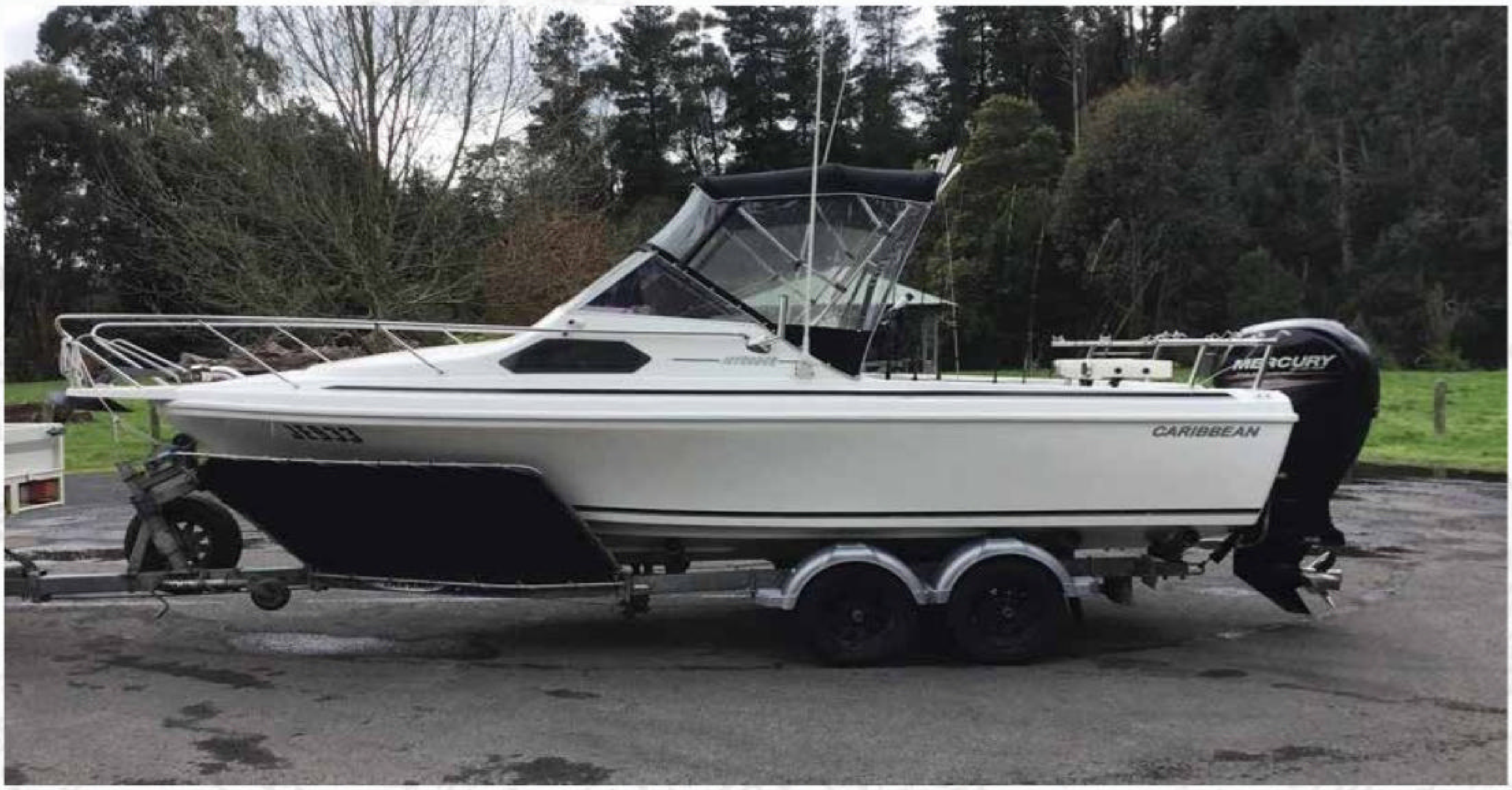
VIC 0438 099 582 (P) **$84,000**

2022 Sea Ray 210 SPX
2022 Sea Ray 210 SPX.... Designed to entertain Three Families in comfort & **TA108663**

QLD 07 5519 9035 (D) **$107,608**

MAC 3.6M
DIY952093

QLD 0422 586 681 (P) **$4,800**



2006 CARRIBEAN INTRUDER
Great condition complete with a fresh economical 4 stroke motor. Fully fitted out DIY917064

VIC 0428 691 703 (P) $43,000

2017 VEEMSTAR PROPELLERS
Series C. 5 blade propellers. Used once and removed due to repower 21.5 x 26.7 5B 90% Dar. (1mm Strips Eff Pitch 28.2") DIY880775

VIC 0417 365 752 (P) $4,000

2004 CHEOY LEE Z-TECH TUG
Vessel Name: Pardoo. Main Engines: 2x CAT 3516B-HD (1864kw), rebuilt 2014, Hours: 26350 DIY779281

WA 0418 488 011 (P) $0

2013 Custom Cruiser Tasmanian commercial cray hull Family Weekender White
Unique 2013 carvel timber boat TAB12023

QLD 0417849072 (P) $140,000

1989 RICHARDSON MARINE DIVINE HOBART
Catamaran. 15.7m long x 5.4m wide. Boarding diver's stair. Setaing for 92. In survey 1E92 and 1C 50. All gear as per survey. 2 x 200hp Volvo engines DIY841158

VIC 0418 588 713 (P) $300,000

2022 Boston Whaler 160 Super Sport
Standard Boat/Motor/Trailer Package from $65,173Standard Fetaures Include-MECHANICAL75 TA108662

QLD 07 5519 9035 (D) $65,173

2018 EVINRUDE G2 ETEC
Nautic Star has on offer a brand new 300hp G2 E-tec, 25" XL . Was used for shop display only, never been fitted to a vessel. DIY950207

SA 0400122056 (P) $29,500

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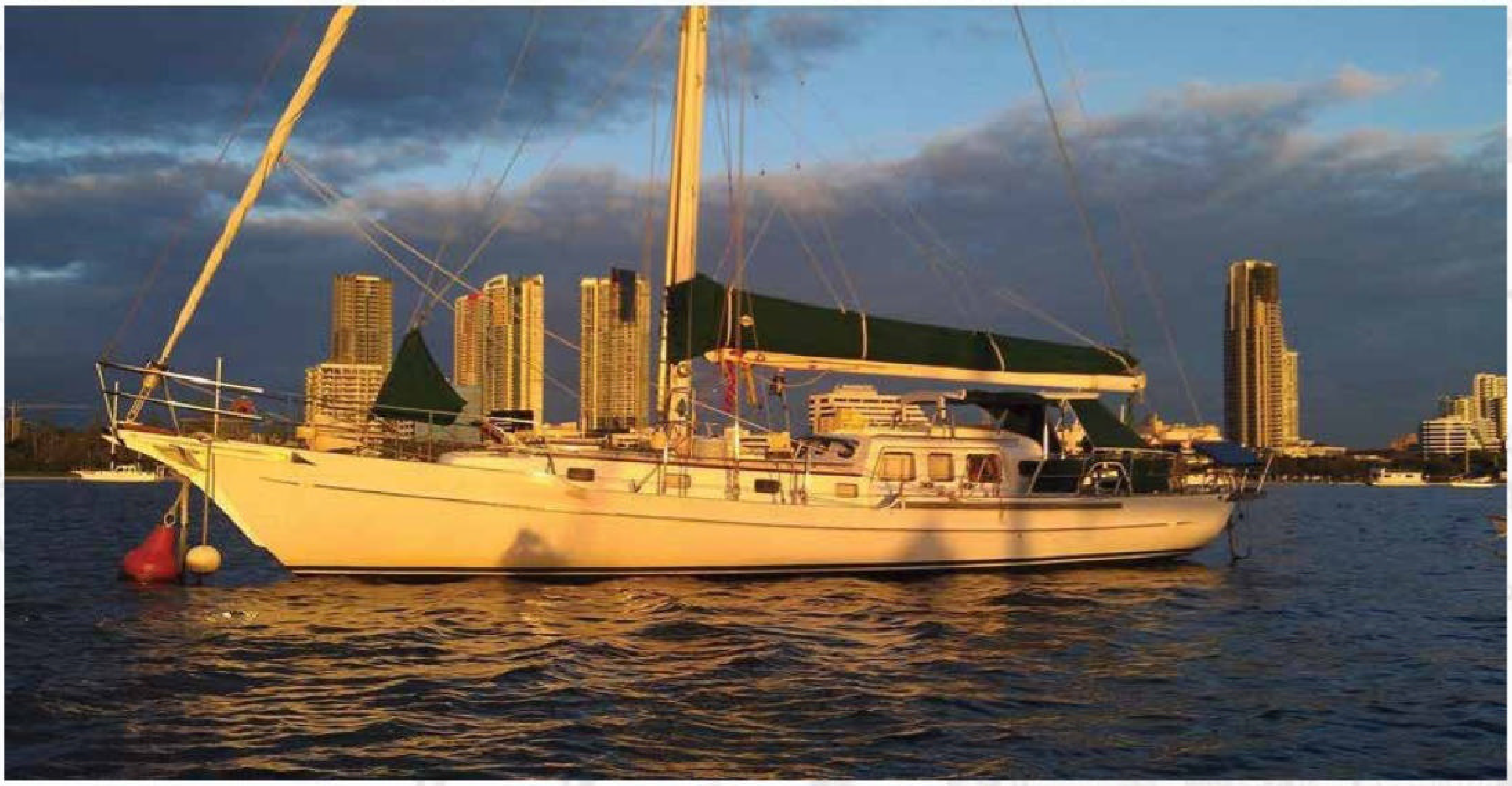
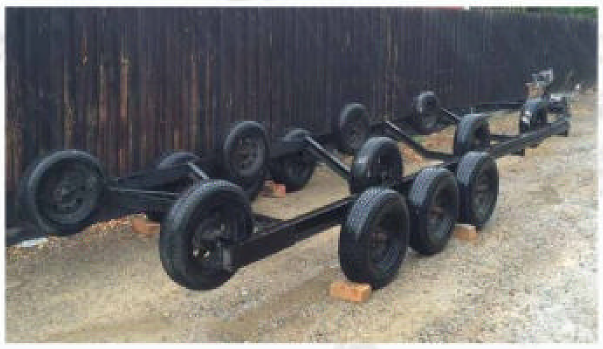


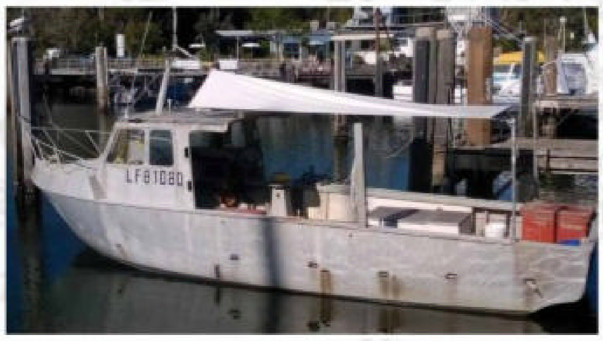
1995 BODEN GERMAINE
Unique cruising yacht. Urgent sale due to health **DIY916377**

QLD 0412 469 958 (P) $79,000



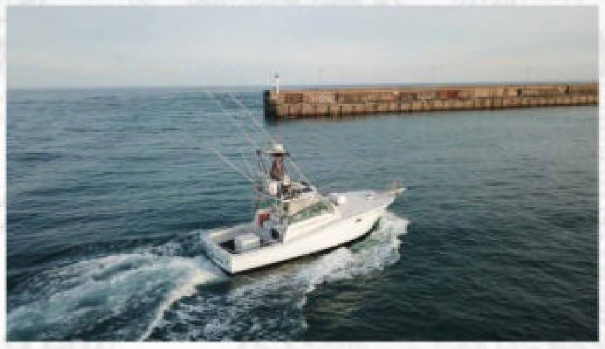
2010 CUSTOM HYDROFIELD JAG
Boat trailer for Hydrofield 8.8 m trihull. Slip trailer. Used only half a dozen times to anti foul boat, hence black anti foul paint on trailer. Tyres **DIY880338**

VIC 0416 322 155 (P) $3,500



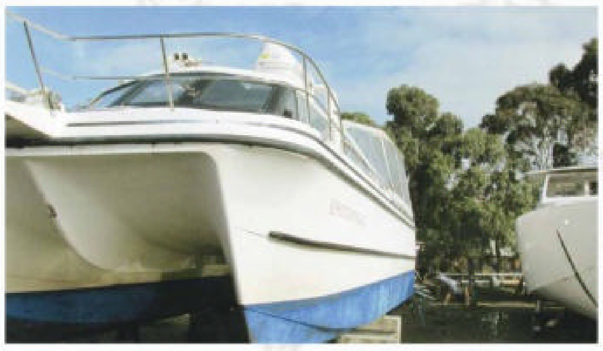
1987 KAYFA FISHER
Purpose built commercial aluminium fishing boat. 9.5m overall length **DIY778728**

NSW 0411 596 594 (P) $55,000



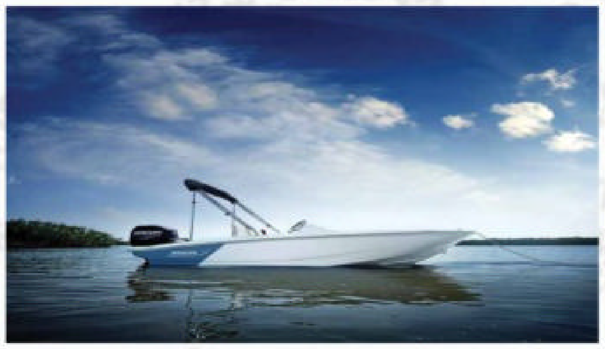
1996 Topaz 37 Sportfisher
Boat:- Topaz Sportfisher 37- Initial survey 2015- Full 2c Survey 10+2 just completed out of the water survey (every 4 year)- **TAB12015**

VIC 0412364274 (P) $225,000



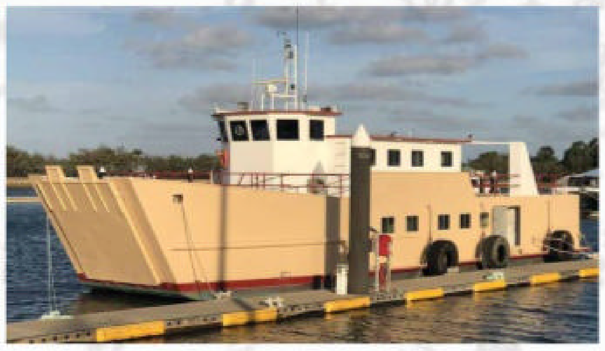
1995 RIVIERA CATAMARAN
11.999m long x 5m wide. All safety equipment for 50 passengers. 2 x new Yanmar engines 300+ hp **DIY841156**

VIC 0418 588 713 (P) $275,000



2022 Boston Whaler 130 Super Sport
Standard Boat/Motor/Trailer Packages from $45,345STANDARD EQUIPMENT INCLUDES-MECHANICAL40 **TA108661**

QLD 07 5519 9035 (D) $45,345



1985 CUSTOM BARGE
MUST SELL! Any genuine offer will be considered.Invested a lot of money over the last 3 years to comply with the new AMSA regulations. **DIY948397**

QLD 0410525495 (P) $450,000

2000 CUSTOM RYAN BUILT

Custom made party pontoon cruise boat DIY915877

NSW 0428 532 683 (P) $110,000

Totally Wild

1994 MASRM 920

Well specified and well presented example of a Yacht that has been the main stay of Australian yachting over the last 25 years. DIY878966

NSW 0428 467 294 (P) $57,000

SUNBIRD 25 TRAILER SAILER

Extremely comfortable & spacious interior & cockpit. Full 1.8m standing headroom. Sleeps 5: V berth forward, dinette, settee & quarter berth DIY778461

QLD 07 5577 2430 (P) $20,000

2010 9M CUSTOM PLATE Blue

9M Alloy Plate Boat with Tri Axle Trailer TAB12000

QLD 0419656000 (P) $139,500

CAUTION
HEMPEL
HEMPEL'S ANTIFOULING OLYMPIC 86901

HEMPEL ANTIFOUL

Hempel Antifoul. World leaders. 5ltrs Blue Black or Red. Delivery Australia Wide from Pompeis Marine DIY839688

VIC 0468 487 602 (P) $160

2003 Key West 50 Sportsfisher

West Aussie to the core and set up for the long haul, this highly desirable and sought after design TA108660

WA 04 1881 9181 (D) $549,900

1991 CELEBRITY 310 Sports cruiser

SPORT CRUISER , TWIN 305 MERCRUISER V8 LOW HOURS RECENT SURVEY COMPLETED TV DVD SHOWER TOILET DECK SHOWER DIY946650

VIC 0421 045 145 (P) $40,000

1992 FAIRWAY FLYBRIDGE (Power) 36

Top condition. Professional servicing. Yanmar 315hp. 600/200aH batts+solar, sounder and autopilot. Bowthruster. Underwater lights. S/steel tanks. Saniloo toilet. Ducted a/con. 2.8 RIB 3.3 o/board. Recent top quality clears/canvas. Hull reskinned. Many extras fully set up for long range cruising **DIY912386**

QLD 0410 322 437 (P) $149,000

2013 110 KG GALVANISED

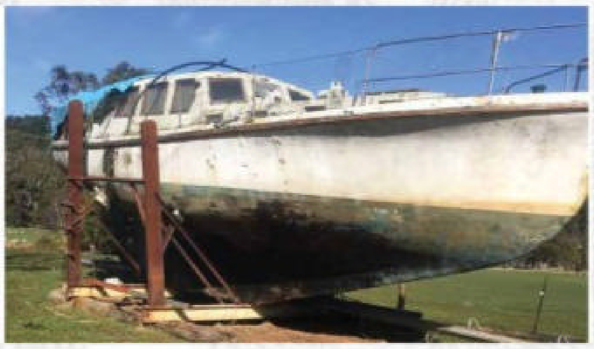
110 kg Galvanised plough anchor **DIY878954**

NSW 0452 397 620 (P) $3,000

SLOOP COLUMBIA 36' Single Hull

36' Sloop Yacht- Immaculate. Sep shw/toilet **DIY777990**

QLD 0412 626 408 (P) $95,000



1985 HARTLEY Tahitian White

Hartley Tahitian 38 ft **TAB11998**

TAS 0418996548 (P) $10,000

1981 BODEN 70 KETCH

READY FOR IT"S NEW ADVENTURE.!! Just returned from a 3 year circumnavigation of Australia and has been given a dry dock birthday. **DIY837910**

WA 0456 629 639 (P) $249,000

2022 Boston Whaler 405 Conquest

ON ORDER FOR STOCK!!! ARRIVING LATE 2022 Introducing the all-new 405 Conquest, aka the SUV of **TA108634**

QLD 07 5519 9035 (D) $1.86mil

Cruise RO Water

RO 80 LPH

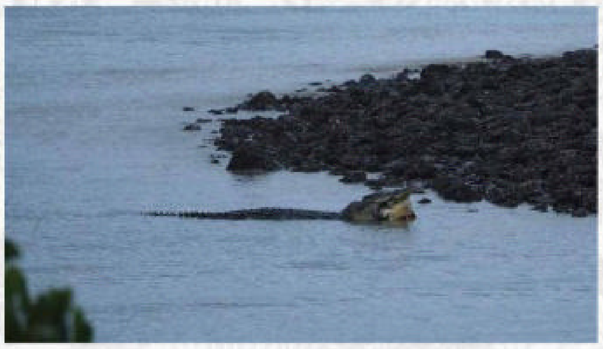
Water Maker, RO 80 L/hr , near new **DIY946302**

QLD 0413321159 (P) $3,495

2007 AIR RIDER WALK ROUND CABIN

Commercial Air Rider Vessel - 9.3m in current 2C & 3C 9 +1 Pax. Very well maintained & purpose built for charter & commercial line fishing. Change in business direction reason for sale DIY903110

NSW 02 6563 2208 (P) $240,000



22 METRE BERTH 6 METRE WIDE

Available for long term rental in one of the best positions in the Mackay Marina precinct. DIY878840

QLD 0417 557 123 (P) $2,000

1991 HAINES 560SL

Cuddly cabin. Blue & white. Heaps of extras. New radar. Epirb & all safety. Everything right here DIY777287

VIC 0431817741 (P) $29,000

2004 HAINES SIGNATURE 520C

2004 Haines Signature 520c. 115hp Yamaha Saltwater series. TAB11980

VIC 0439322226 (P) $23,000

1981 ROBERTS 34 SLOOP

Steel. No longer required, must sell DIY837032

SA 0419 836 327 (P) $15,000

2022 Boston Whaler 325 Conquest

ON ORDER FOR STOCK...... ONLY 1 AVAILABLE FOR 2022!!!Indroducing the All New Boston Whaler 325 TA108633

QLD 07 5519 9035 (D) $630,000

2005 SKIP JACK POWER CATAMARAN

Centre console, power Catamaran, walk around deck, Bimini over seating, handrails all-round, nine bulkheads in each hull, Gal custom built trailer, DIY944454

QLD 0467 202 006 (P) $22,000

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1991 LOCK CROWTHER 46' CAT

Twin Kubota 28 hp diesels with 2x 200Litre tanks. West epoxy system, triple diagonal planking below water line. Sleeps 8. Good galley and large saloon. 12/240 vlt. Live aboard yacht. Has cruised pacific. Loved for 16 yrs. Reluctant sale. Contact: 0431816741. Moored in Hardy's Bay **DIY882967**

NSW 0431 816 741 (P) **$100,000**

2018 STAINLESS STEEL RETRACTABLE RATCHET TIE-DOWN STRAP

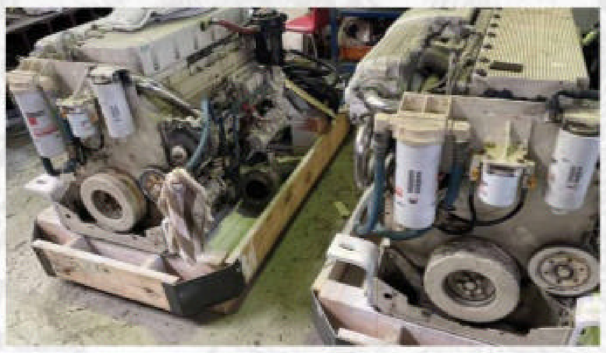
Stainless Steel Retractable Ratchet tie-down strap 1inch 1.8m strap Qty 2 **DIY878584**

NSW 02 8064 4396 (P) **$89**

1966 VINDEX EX CHARTER 2C

Flybridge sports fisher. Was in 2C survey 2010 Coffs Harbour as fishing charter **DIY776778**

NSW 0427 627 477 (P) **$38,000**



2005 CUMMINS QSM11 610 HP

QSM11 marine engine's 2 x 2nd hand, 9700hrsRunning well. One owner one skipper, always services and maintained to highest standard. **TAB11944**

QLD 0413054031 (P) **$29,000**

CUSTOM BUILT CAT DISPLACEMENT HULL

7 metre cat displacement hull. Unfinished project. Divorce sale **DIY835447**

QLD 0408 736 006 (P) **$25,000**

2022 Boston Whaler 320 Vantage

Offshore Fishing or Family Fun Boat???? You decide on the day!!!Cutting-edge features, great **TA108632**

QLD 07 5519 9035 (D) **$573,470**

HONDA
FOUR STROKE

2008 HONDA BAE 4 strokes

2x honda 200 hp engines **DIY944333**

WA 0409 986 593 (P) **$21,000**

1996 PHIL CURRAN FIBREGLASS LONGLINER

John Deere main (2019 rebuild). All electronics. New longline gear and hydraulics, new LP winch and shooter. Currently working DIY873907

Tonga 0408 836 499 (P) $600,000

1954 ISLAND TRADER STEEL

M.V. Recife. Ex Norwegian cargo ship, training vessel and island trader. Suit many uses, ideal ocean going yacht conversion. DIY832395

NSW 0405 238 677 (P) $285,000

2022 Boston Whaler 270 Dauntless

The flagship of the versatile Dauntless family, the 270 Dauntless transitions seamlessly from a TA108631

QLD 07 5519 9035 (D) $253,244

WESTCOASTER FLY BRIDGE CRUISER

Comes with Many extras and spare part in good working order DIY943741

QLD 0455 943 110 (P) $120,000

2006 SEA RAY SUNDANCER

Perfect weekender. 2 dbl beds. Bathroom & kitchen. Capacity is 10 people DIY776713

QLD 0411 753 286 (P) $61,000

1992 SCANIA Dsi11 Marine 350hp

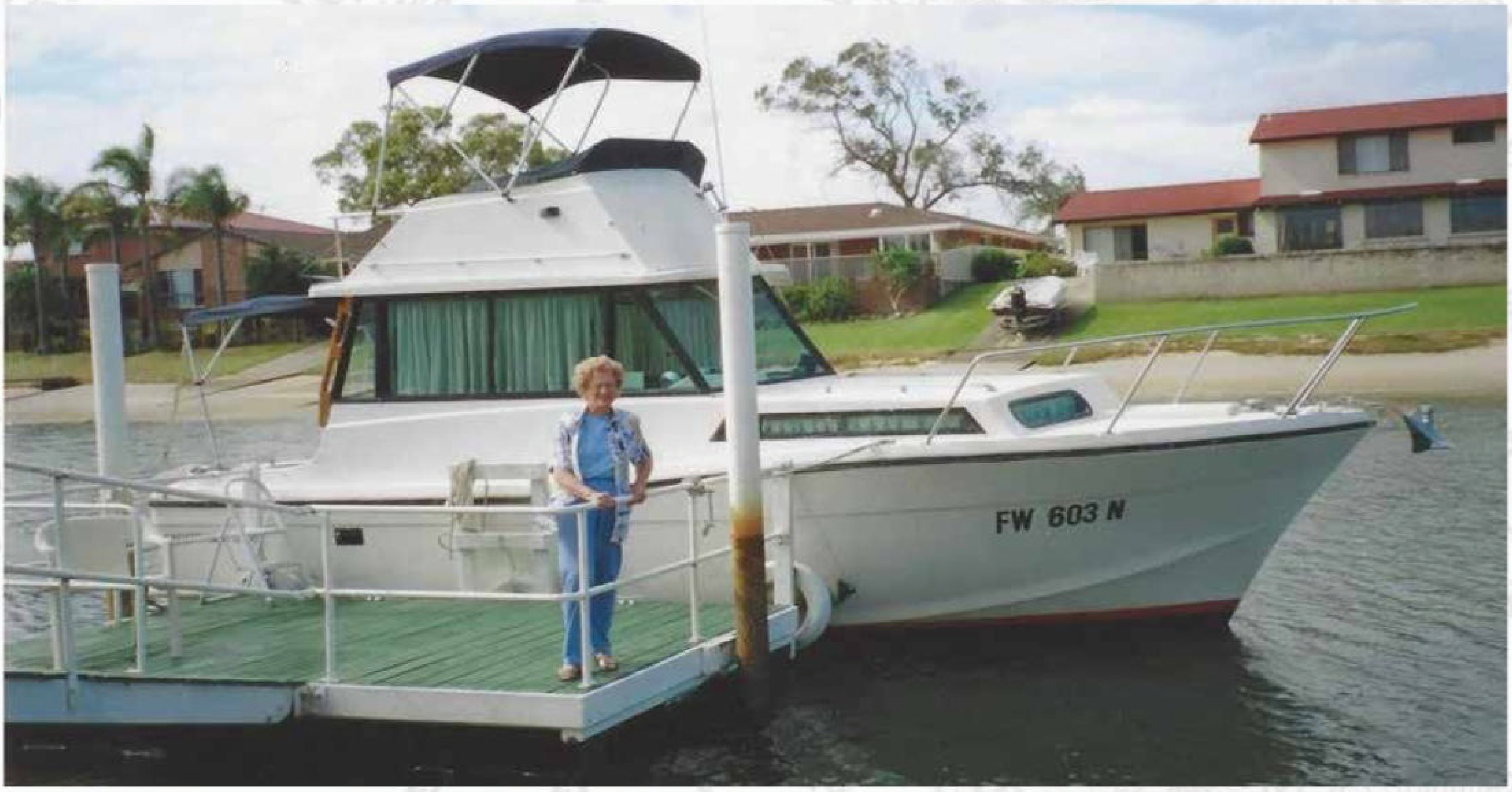
Scanis Dsi11 Marine TAB11896

QLD 0408781735 (P) $14,000

1992 RIVIERA 44 DIAVOLO

This magnificent 1992 Diavolo 44 with its original classic lines & interior make it an exceptionl sports cruiser DIY878238

QLD 0438 666 677 (P) $144,999



1982 KINGSTON FLYBRIDGE 770
Well maintained by elderly owner. 4 berth. Enclosed shower/toilet. Fridge. Solar batter charger. Available for inspection at Port Macquarie NSW Phone 02 6584 4318 **DIY857240**

NSW 0400 046 820 (P) **$45,000**

1986 MARKLINE 1000 CRUISER
On Hardstand until sold. Owned 17 years by mechanic retiring. **DIY832386**

QLD 0412 321 244 (P) **$95,000**

2022 Boston Whaler 380 Realm
2022 Boston Whaler 380 Realm featuring (as standard)-... Quad 300hp V8 AMS Black Mercury **TA108630**

QLD 07 5519 9035 (D) **$1.28mil**

1987 BERTRAM CARIBBEAN
PRICE REDUCED!! MUST GO!!
DIY943733

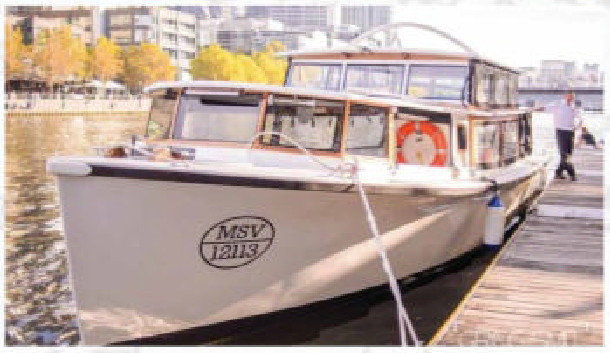
QLD 0429 608 058 (P) **$60,000**

1992 ALAN PAYNE DESIGN 173
52' Masthead Cutter. Classic lines. Sleeps 8. It was purpose-built for fast and safe cruising **DIY775229**

WA 0438 311 343 (P) **$150,000**

2004 CUMMINS 6BT-5.9M
6Bt5.9mMarine Cummins **TAB11895**

QLD 0408781735 (P) **$15,000**



2013 WILLARD MARINE UB40
NSCV 1E 48 + 2. NSCV 1D 46 + 2. Detroit 671n. 65person liferaft. Ex Navy utility boat. Has a retractable roof for those low bridges. **DIY878117**

VIC 0412 320 315 (P) **$275,000**

1976 BINKS SPENCER

SOLD ....Cruising / racing sail boat. Solid & comfortable for gulf waters. Private head & larger V-berth. Easily manged with simple and effective rig DIY856638

SA 0428 278 683 (P) $28,000

1987 CUSTOM BUILT BRIDGE DECK CRUISER

bridge deck cruiser DIY831952

QLD 0427 727 487 (P) $220,000

2022 Boston Whaler 380 Outrage

ARRIVING EARLY 2022 FOR DISPLAY STOCK!!!THIS WILL BE THE FIRST BOAT AVAILABLE IN OZ WITH THE TA108629

QLD 07 5519 9035 (D) $1.03mil

1996 BLUE WATER 400 RAISED SALOON

The Ultimate Blue Water 400 Cruising YachtJoe Adams design. DIY943655

VIC 0404 359 737 (P) $265,000

1986 JEANNEAU SUN LEGENDE

Fast & comfortable cruiser/passage maker with 3-cabin layout. Only 3 owners, never chartered. Strongly built (GRP-Kevlar) DIY774706

QLD 0475218487 (P) $109,000

1987 PRECISION Charter Vessel

SEA ESCAPE VIP CHARTER MY22.80M. SURVEY 1D-50 + 3

QLD 04 1611 0466 (D) $495,000

1964 CUSTOM TRAWLER 45'

45' Custom built Charter fishing trawler "LORMAR" New 120hp diesel engine installed in 1990 GM 4-71, twin disc 2:1. Genset peta diesel 4 KVA. DIY878108

NSW 0418 467 356 (P) $160,000

2007 LEISURECAT SPORTFISHER 8000 Series
Solid off shore fishing boat Twin 225 Yamaha 2013 - 350hrs. Drum winch, good electronics. Nothing to spend **DIY843449**

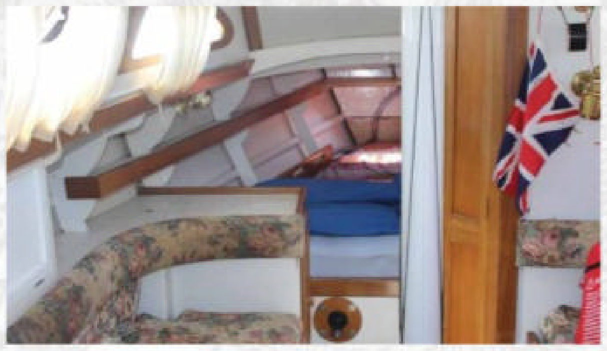
QLD 0416 290 904 (P) **$75,000**

1987 CUSTOM BUILT BRIDGE DECK CRUISER
Live aboard cruiser **DIY831940**

QLD 0427 727 487 (P) **$220,000**

YAMAHA 9.9HP LONG SHAFT 4 STROKE
Perfect Outboard Motors for Christmas! **DIY771520**

NSW 0414 966 578 (P) **$1,000**



OCEAN RACER SPENCER 32
Fast crusier **DIY942795**

NSW 0401532381 (P) **$20,000**

2006 CLINKER EUNMARA
HEATHER MARY - Award winning sail boat & custom built tandem trailer. Interior in great condition, slightly weathered deck. 2 berth cabin **DIY774643**

NSW 0481 005 637 (P) **$21,000**

2006 LARSON Cabrio 350
LARSON 350 CABRIO TWIN DIESEL SPORTS This USA built Diesel Sport cruiser was imported in 2006- A boat show boat, featuring a moderate V hull **TA95537**

QLD 04 1611 0466 (D) **$175,500**

1994 MASRM 920
Well specified and well presented example of a Yacht that has been the main stay of Australian yachting over the last 25 years. **DIY877357**

NSW 0428 467 294 (P) **$67,000**

1980 SANTANA 28 SLOOP

Production Boat. New headsail, two good mains. New Volvo engine13hp, only done 100 hours. Full headroom, separate toilet, lazy jack & furler. DIY840145

TAS 03 6376 1425 (P) **$36,000**

1998 TASMAN ELITE 12

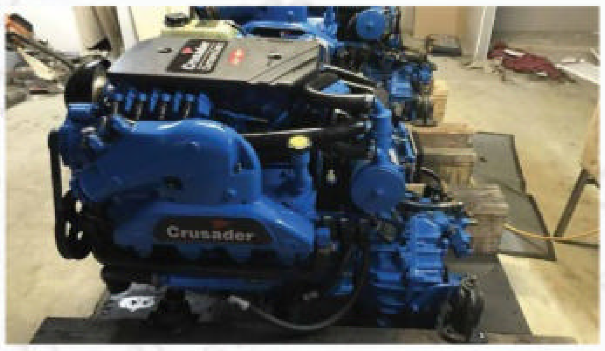
Extras 4 bed 2 shower A/C 2 fridges freezer watermaker genset wind generator solar panels radios 55hp turbo Yanmar auto pilot radar chart plotter sound DIY831889

NSW 0458 854 498 (P) **$198,000**

BERTRAM 25

Hardtop. Twin Mercruiser 470 engines. Recent interior refit. New canvas hardtop and clears. 2 year old tandem galvanized trailer. DIY770902

VIC 0417 545 593 (P) **$49,500**



CRUSADER CAPTAINS CHOICE CHOICE 6.0 MPI freshwater cooled

have 2 fully rebuilt crusader 6.0 mpi freshwater motor with gearboxes for sale. David - 0404 858 040 DIY940229

NSW 0415 098 048 (P) **$25,000**

1977 VAN DE STADT ORCA 39 ft

Skua is a Orca Van de Stadt design, a well-known off shore cruiser in the Pacific DIY773987

NSW 0467 235 157 (P) **$45,000**

1/2 share
for sale

2014 BENETEAU OCEANIS (Sail)

1/2 shares offered. Price for 1/2 shares not for whole boat. TAB11779

NSW 0432821455 (P) **$125,000**

2004 DUFFY 6.4 M - CLASSIC

This boat is based in beautiful tropical Port Douglas Queensland. Ready to go business for this year's upcoming tourist season. DIY875476

QLD 0400 977 733 (P) **$89,500**

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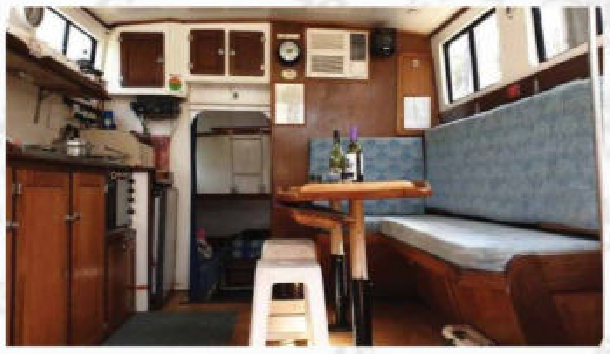
SOLE MITSUBISHI MINI 33
Inboard engine with 3 cylinders - 31 Hp (23,1 kW) at 3000 rpm, and 1318 cc **DIY817999**

NSW 02 9939 1966 (P) **$11,000**

1960 CRUISER TIMBER
Built in Scarborough, Brisbane back in 1960, she is a 56 year old classic. Spotted Gum hull. **DIY773778**

QLD 0415 904 648 (P) **$19,000**



1976 BODEN Ketch (Sail) White
"CORAL ADVENTURE"Twin Screw Motor Ketch42' (12.5 metre) with full headroomWell cared for, good live aboard, charter, fishing, diving. **TAB11775**

QLD 0749351002 (P) **$145,000**

2018 LEKKER DAMSKO 750
Born in Australia & inspired by the iconic Dutch "sloep" design. **DIY875468**

NSW 0433 241 878 (P) **$175,000**

1984 CRUISE CRAFT RANGER
Excellent & trustworthy 18ft sea boat. Custom built live bait tank. UHF, Epirb, Garmin plotter & fishfinder. Reef & sand anchor. **DIY769268**

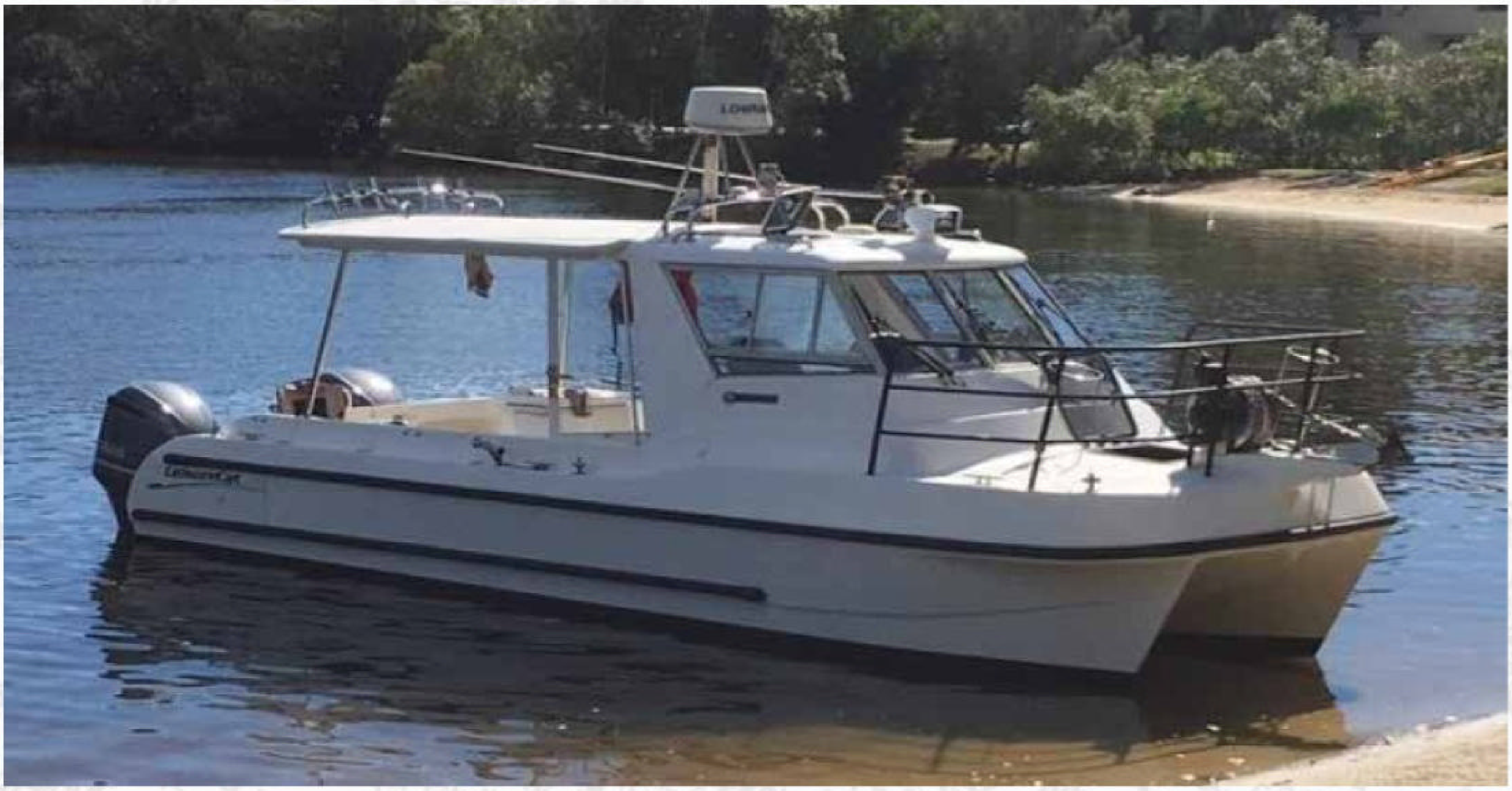
QLD 0421 603 792 (P) **$18,000**

2004 SIMPSON CATAMARAN
READY TO SAIL AND PRICED TO SELLmake an offer!! - new 2018 9. **DIY939866**

QLD 0410 705 186 (P) **$45,000**

1987 KAUFMAN 49
Proven Bluewater Cruiser. Opportunity to purchase in Europe. Ready to cruise the world. Phone UK +44 (0)7388208902 **DIY829088**

England (0) 7388208902 (P) **$220,000**



2007 LEISURECAT 8M SPORTFISHER

Solid offshore fishing vessel built to survey, 2013 Yamaha motors in great condition, good electronics, brand new stress free anchor winch, alloy tandem trailer DIY751982

QLD 0416 290 904 (P) $97,000

1987 WILF O'KELL 36FT

Fantastic sailing vessel, ready for an adventure. Fully equipped, mainsail, jib, beautiful wooden interior DIY765779

QLD 0438 777 363 (P) $50,000

2014 OCEANTECH JETBOAT

Ocean Jetboating business opportunity. In 2C certificate of survey for 12 PAX +1 crew. 2E survey is 14 pax + 1 crew this excitement machine is powered DIY939666

QLD 0408 751 361 (P) $375,000

CONVERTED EX LIFEBOAT

Beautiful live aboard. Diesel Yanmar engine. VHF, UHF & 27mhz radios. Approx 450w of solar DIY827155

NT 0439 328 342 (P) $10,000

1976 BODEN Ketch (Sail) White

"CORAL ADVENTURE"Twin Screw Motor Ketch42' (12.5 metre) with full headroomWell cared for, good live aboard, charter, fishing, diving. TAB11767

QLD 0749351002 (P) $145,000

STUNNING SYDNEY DEEP WATER FRONT OPPORTUNITY

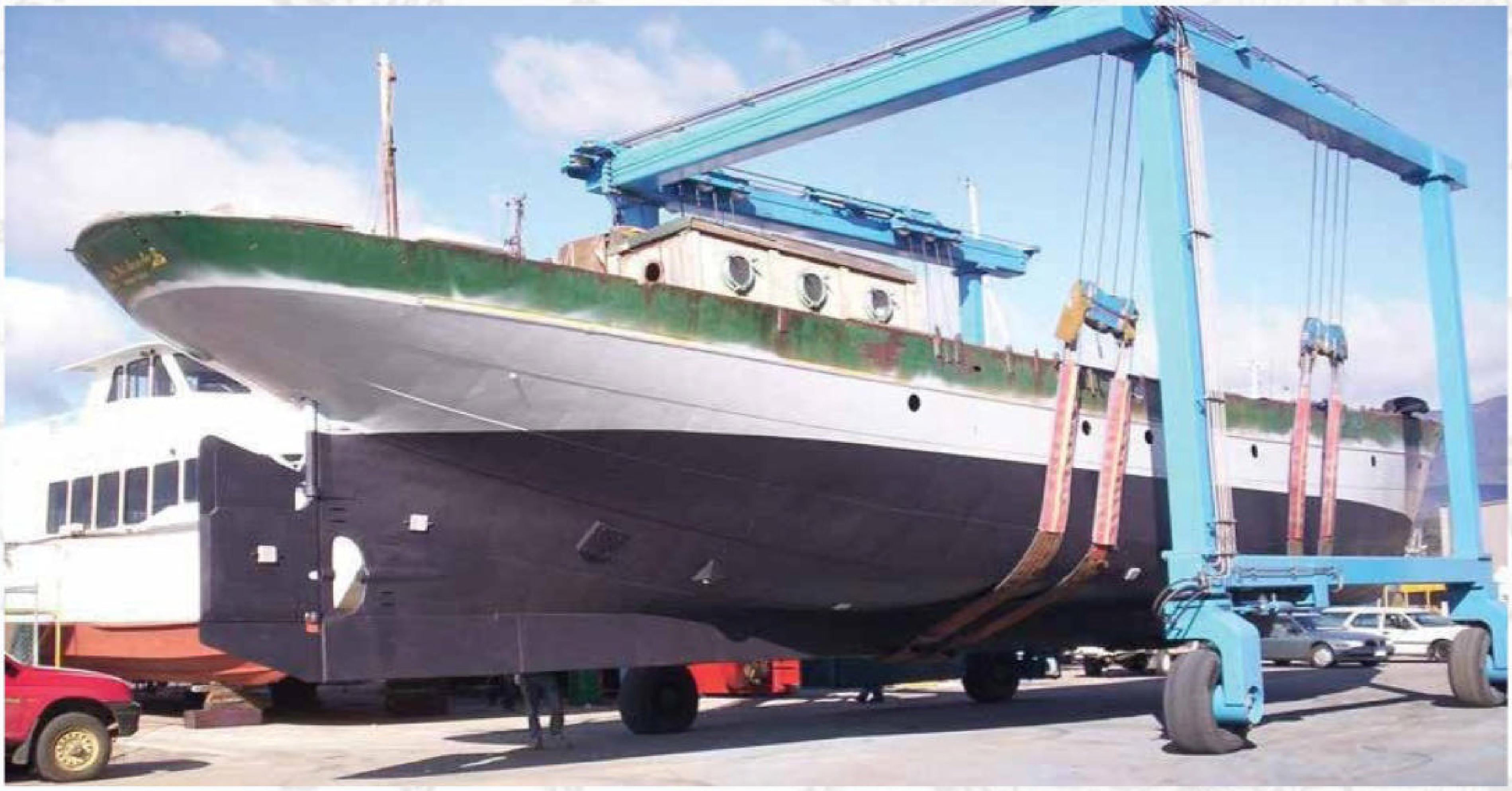
If youre into serious boating and entertaining this is real real estate at its finest!! DIY875345

NSW 0416 128 177 (P) $3.10mil

1950 BRIDGE DECK CRUISER

Copper sheathed hull. Same owner 20 years. Gardner diesel. Fridge, freezer & gas 4 burner hot plate & oven DIY773067

NSW 0418 762 969 (P) $125,000



1922 TALL SHIP TOPSAIL SCHOONER

Tall Ship La Violante. Hull only or complete needs restoration to finish. Hull has been repaired up to survey standards. Huge amount of parts to complete if required **DIY745806**

TAS 0427 122 207 (P) **$50,000**

1984 OLSEN CONCEPT 40

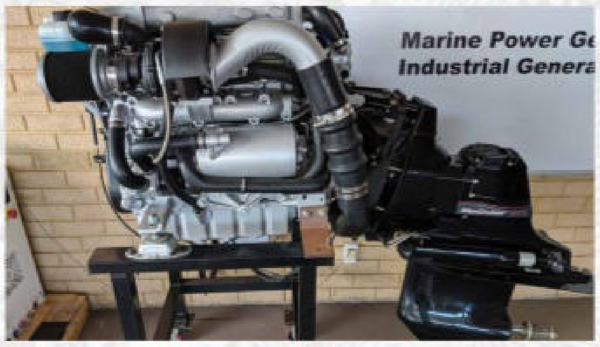
Comfortable, easy to sail. Tender & motor. All safety equipment. Epirb in date - new **DIY741532**

QLD 0409 050 831 (P) **$130,000**

2007 SEAWIND 1160 White

Share in 38 ft Catamaran sailing the Whitsundays **TAB11719**

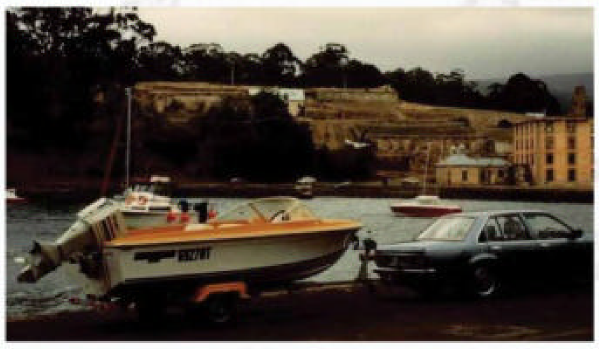
QLD 0418747630 (P) **$42,000**



FNM HPEP 250

1x New 250Hp Diesel Marine Sterndrive PackageFor sale is an ex display, brand new FNM HPEP 250 Marine engine with Mercruiser Bravo II Sterndrive Leg. **DIY874900**

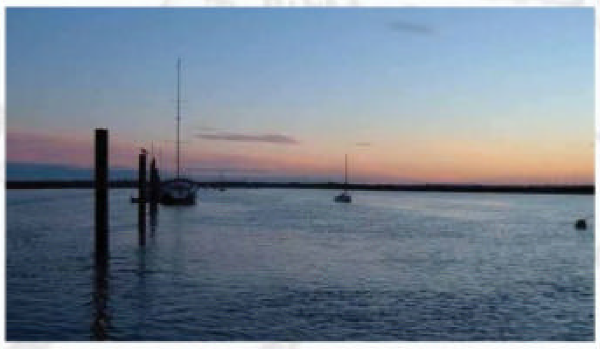
WA 08 9344 4844 (P) **$30,000**



1976 HAINES HUNTER 146R runabout

One owner, dry stored 35years. **DIY765728**

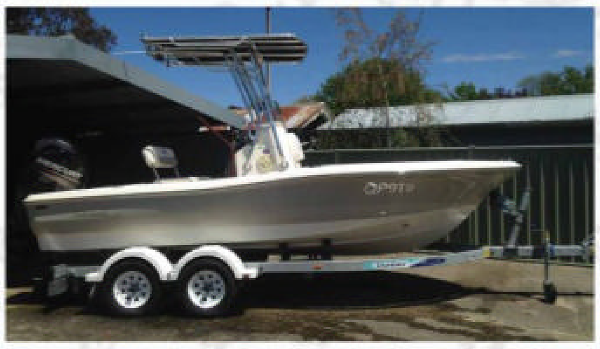
TAS 0419252818 (P) **$10,990**



2013 MOORING POLE BIRTH For and aff

Pole mooring to suit up to 51' yacht or motor boat, draft 2.6+. No diving required or tackle up grade accept for ropes. **DIY939620**

VIC 0429 001 512 (P) **$12,000**



2013 PIONEER 180 SPORTFISH

5.4m. Designed around today's fuel efficient outboards. **DIY826229**

VIC 0434 085 633 (P) **$41,000**

2021 SPY BOATS RX22

Mercruiser 5.7 350HP MPI, Easytow Tandem Trailer, All Factory Standard Features, Spy Options available, Seats 12 people, OPTIONS 6.2 MPI 320hp, 6.2 MPI 370hp, 6.2 MPI 370hp DTS, Other options - Wake, Tower, Lights, Ballast, Stereo, Trailer, Fit-up and many more Spy Options , SPY RX22 won the "Australian Ski Boat of the Year" FINANCE AVAILABLE TB724447

VIC 03 9465 4555 (D) $99,950

ROBERTS 27'

4 jibs 2 spinnakers. UHF & CB radios, stereo. Autohelm, 2 anchors chain. Needs some TLC. Ph: 0417 817 180 DIY660680

SA 0409 283 146 (P) $17,500

1979 Joubert Koala 24 White

Was recently submerged and needs some TLC but the hull is sound. Some sails. TAB11548

VIC 0418 575 412 (P) $4,000

TIMBER TRAILER SAILER

25Ft, 4 berth. 3 sails. Toilet. Kitchen. 9.9 outboard. Tender & A.C.C. fittings DIY873835

QLD 07 4163 6826 (P) $7,000

2009 CRUISECAT 40 Outboard Open Cockpit

With 4 x Mercury Optimax 225 DFI's. A purpose built vessel being a one of a kind that returns fantastic sea handling capabilities & stability DIY763989

QLD 0429 839 666 (P) $375,000

SEAFARER VIKING 5.5M

1996 model Re Powered 2007 DIY938453

NSW 0407 459 640 (P) $25,500

CUSTOM BUILT LUXURY 60' MOTOR CRUISER

If you like what you see in the photos please call me & I will run you through all the equipment & features of this magnificent long range live aboard DIY825943

NSW 0412 338 332 (P) $440,000

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CATNOVA 54
PQ1980

2002 CATNOVA BOATS MODELS FROM 44' TO 54' 2005 to 2016
CATNOVA CATAMARAN BOATS- boat building business with female moulds to build 44ft to 54ft luxury power catamarans similar to the vessel in the photo **DIY710682**

QLD 0427 763 783 (P) **$25,000**

1998 JBS MARINE CENTRE CAB
Must see Volvo Diesel Plate Alloy Boat. **DIY572287**

QLD 0418 780 535 (P) **$99,000**

1989 RIVIERA 35 FLYBRIDGE
Has twin cummins 210hp, 1000L diesel, 2 new turbochargers, serviced March 2020, autopilot, air con., 2 helm stations, berths 4 with room for more. **TAB11534**

QLD 0409346087 (P) **$119,000**

1983 ADAMS 10
Classic timeless Adams 10, currently on Lake Macquarie, raced very regularly & very well maintained. **DIY873338**

NSW 0425 278 182 (P) **$17,000**

MOTORCRUISER "MARTIN CASH"
Elderly owner. 72ft steel construction. Licensed to carry 164 passengers. Fully equipped for Sydney Harbour charters. **DIY763798**

NSW 02 9317 3960 (P) **$240,000**

2002 MTU V12 183
engine & gbox in VGC 9000 hrs **DIY938156**

WA 0427 385 852 (P) **$39,500**

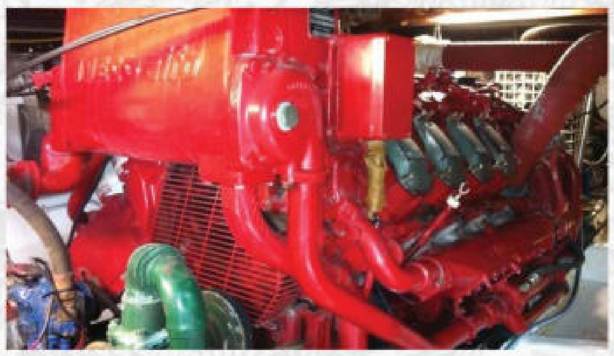
LISTER BS 649
44.25hp inboard boat motor. Bought for a project that was never finished **DIY825725**

VIC 0425 750 668 (P) **$2,600**

1989 CAPE CAT 26 Power Cat

Unbreakable Fishing machine 7.6m Cape Cat (similar size to 2800 Kevlacat. Specifically built to suit the treacherous Bass Strait DIY653681

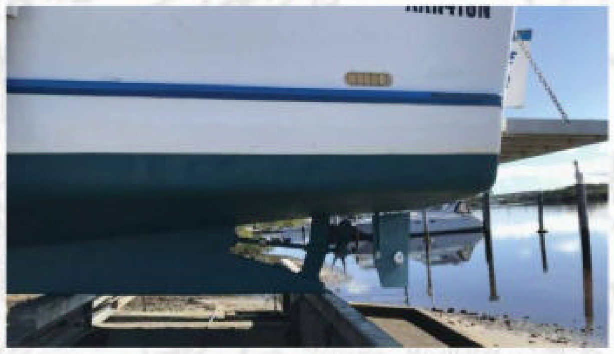
QLD 0430 129 900 (P) $68,000



2002 FIAT SRM80

2 Fiat engines V8. 700hp each low hours. Twin disc gearbox 2:1 ratio & a 3' shaft 316 in current survey DIY433316

WA 0428 649 358 (P) $15,000



1998 Navigator Navigator White

1998 fibreglass navigator TAB11467

NSW 0401278152 (P) $45,000

2018 WAHOO 3500DA

3.4 ton aluminium boat trailer. Aust-wide delivery. Free alloy wheels DIY871793

QLD 0481 056 844 (P) $8,990

1983 TRAWLER TIMBER

13.9m. Cummins 855. Twin disc 4.5:1. 52 inch prop in nozzle. Cummins 4BT 40kva aux. Side winches, large refrigeration, -35deg. Good electronics. DIY761571

QLD 0410 530 319 (P) $255,000

QUINTRELLE BESPOKE

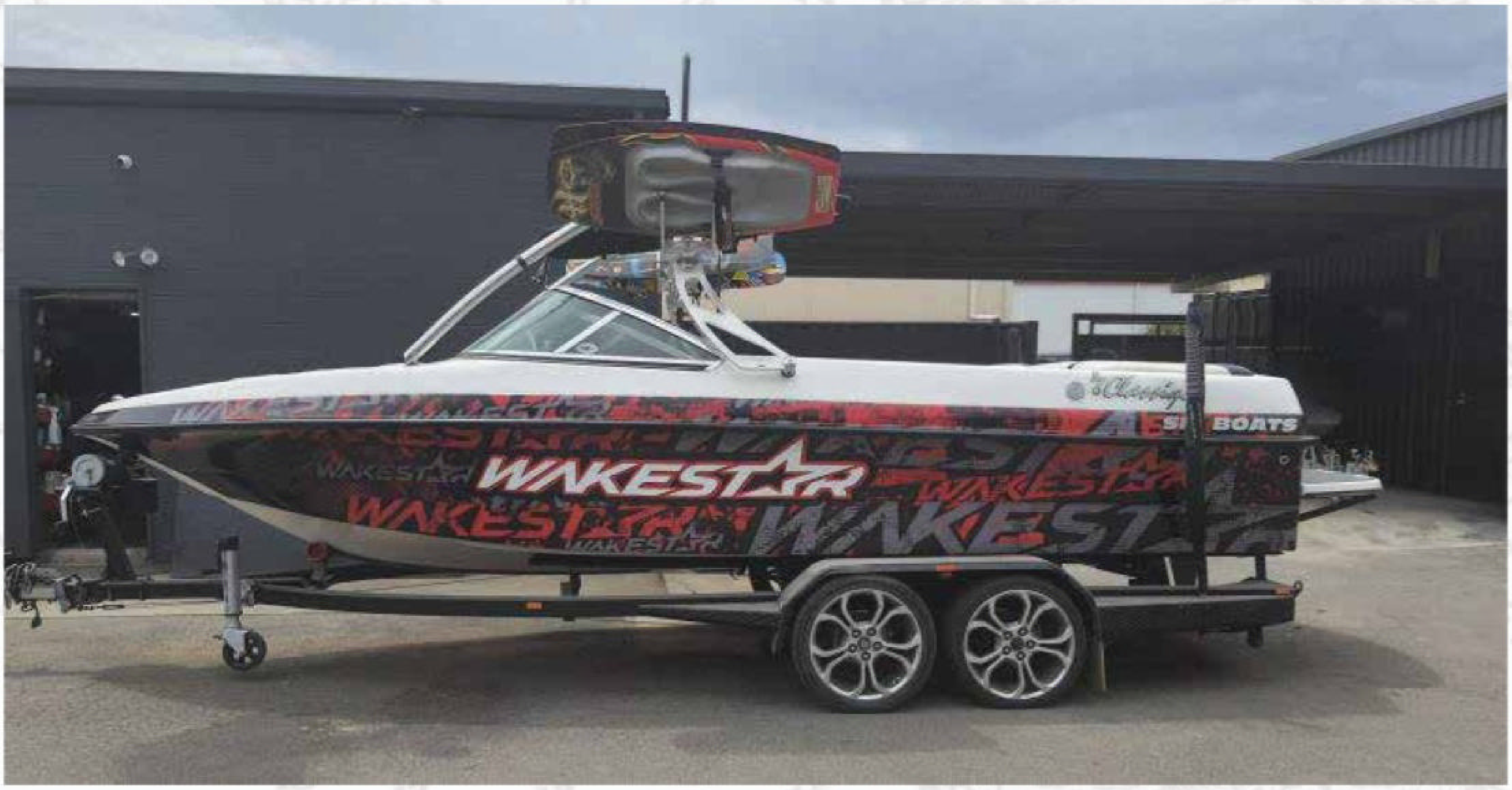
Bondwood TRAILER-SAILER, Quintrelle, previous Marley Point Winner, 7 metres, multi-chine. Fully restored. For sale due to owners health. DIY938010

VIC 0438 338 268 (P) $10,000

PREDATOR CUSTOM

Fisherman's Dream 7.5m Predator Volvo Penta. Boat is fitted with loads of options. DIY825614

NSW 0418 445 706 (P) $64,500



2015 SLEEKLINE Wakestar

Fully optioned with tower racks Clarion premium sound stereo system with sub amp and 8 speaker sound, fly by wire controls 800 kg ballast. This boat was 6 time best ski boat in the US **TB456605**

VIC 03 5441 4488 (D) $92,500

2008 CAIRNS CUSTOM CRAFT

All Furuno electronics. Auto pilot, VHF. Toilet, shower, hot water. sleeps 4. TV. Fridge, 120Lt freezer. Live bait tanks, anchor winch. **DIY416130**

QLD 07 4053 7596 (P) $169,000

Magic
SY013Q

2003 HAINES SIGNATURE 460DF

Haines Signature 460 DF & Brand New Mercury 90CT EFI with 50 hrs & 6 Years Warranty. **TAB11381**

QLD 0477834706 (P) $24,000

1904 CLASSIC GAFF RIGGED KETCH

Unique opportunity classic timber vessel for the enthusiast. 10m Cornish Lugger one of the oldest Australian Reg sailing vessels **DIY871066**

NT 0415 961 442 (P) $22,500

2000 JOHN PUGH CRUISER

Commercial fishing or serious long distance cruiser, 8000L fuel, 4500L freshwater. 2 gensets with backup freezer unit. All machinery low hours. **DIY761358**

NT 0432 336 079 (P) $150,000

CUSTOM CUSTOM

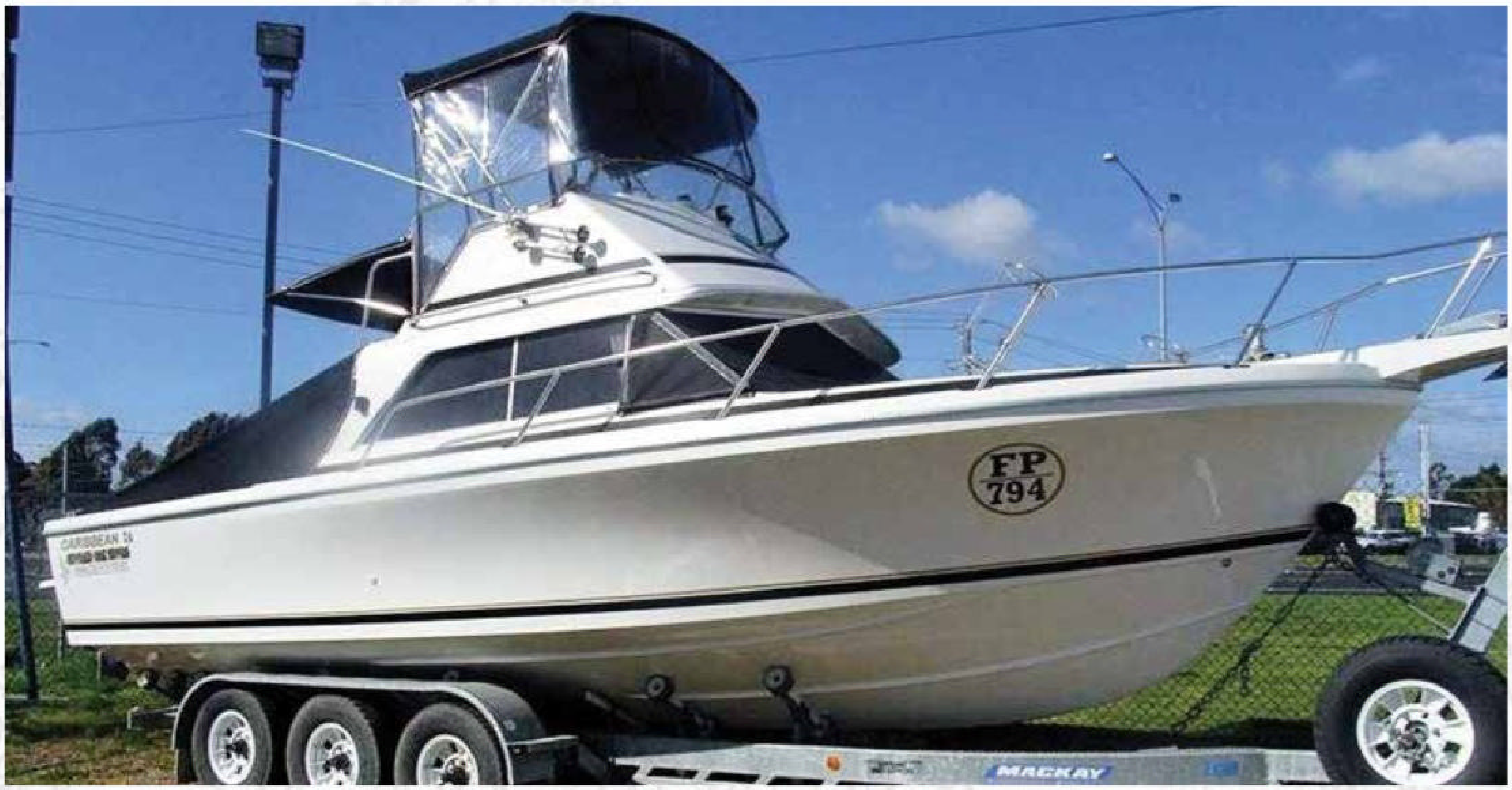
Slipway Trailer for Sailing Cat made for Seawind 1000XL **DIY937539**

NSW 02 6496 1433 (P) $5,000

1984 FLIGHTCRAFT PHANTOM II

16ft. 351 Ford engine. Electronic ignition. Galvanised roller trailer. 15 x 10 mags. Less than 185 hours **DIY825081**

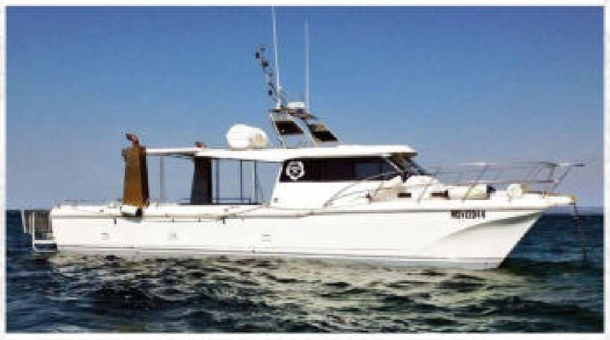
QLD 07 4662 4121 (P) $27,000



1999 CARIBBEAN 26 FLYBRIDGE CRUISER

Here is an Outstanding opportunity to purchase a trully magnificent Vessel! Our Managing Directors own Boat with only 100 Hours! That's Correct, ONLY 100 LOW HOURS OF USE. GIPPSLAND BOAT SUPPLIES TB528833

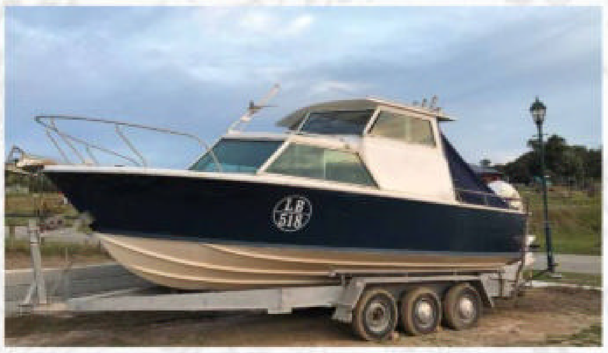
VIC 03 5174 1223 (D) $119,950



1997 COUGAR CAT COMMERCIAL

Fully refitted in December 2010. In current Victorian Survey 1C-21pax 1D-33pax This vessel has been professionally maintained and serviced. DIY410189

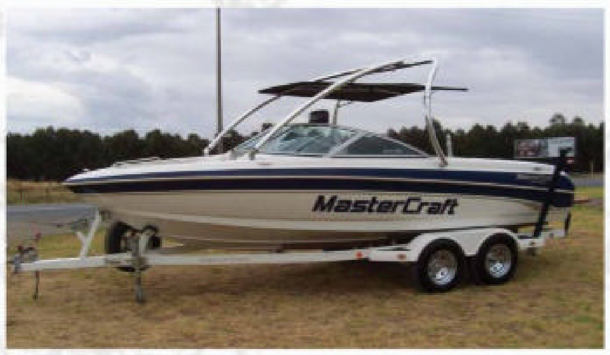
VIC 03 5984 4211 (P) $275,000



1989 HUNTSMAN Crusader Blue

Huntsman 23 Cabin Hardtop Powered by Evinrude e-tec 225 HP Perfect for post COVID-19 fun Needs work A few scratches A few repairs Solid boat with trailer TAB11379

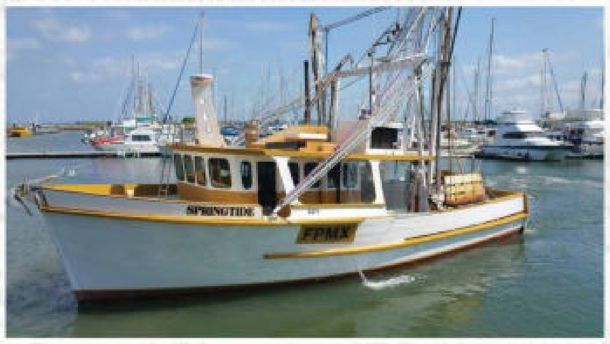
VIC 0492835047 (P) $20,000



2000 MASTERCRAFT 210

Very clean with 250 Hrs. Polished tower with bimini & board racks, ski mirror, stereo. 330hp EFI engine, FNR. Full boat cover. On tandem axle trailer, DIY869986

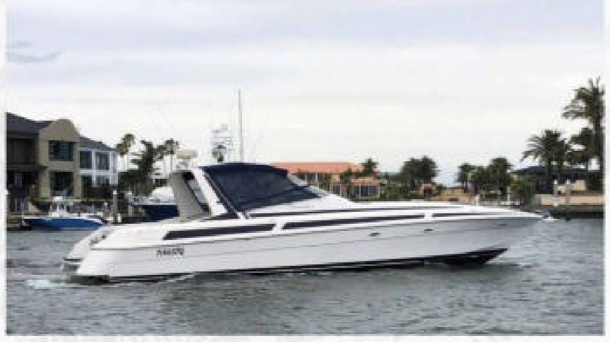
VIC 0417 360 282 (P) $45,999



1983 TRAWLER TIMBER

13.9m. Cummins 855. Twin disc 4.5:1. 52 inch prop in nozzle. Cummins 4BT 40kva aux. Side winches, large refrigeration, -35deg. Good electronics. DIY761312

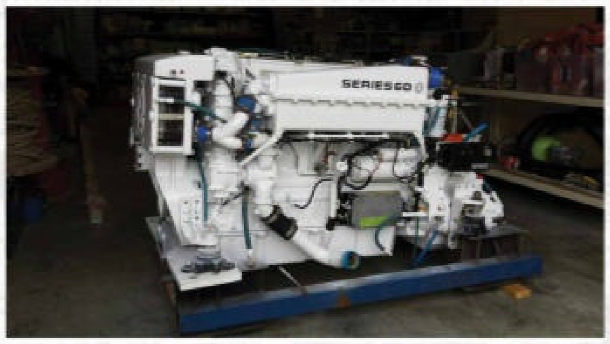
QLD 0410 530 319 (P) $255,000



1992 RIVIERA 44 DIAVOLO

Vendor Will Consider serious offers, Finance Available. DIY934489

QLD 0438 666 677 (P) $129,990



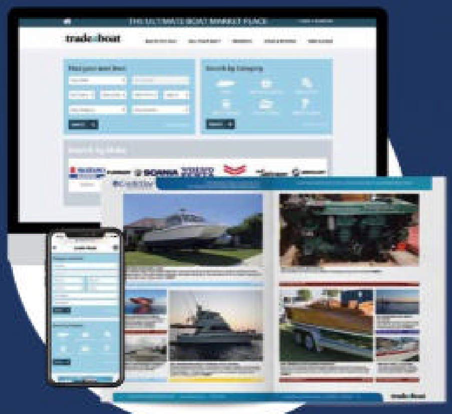
DETRIOT DIESEL 60 SERIES 825

MTU. Rated at 825hp. Done approx 9700 hrs. Twin disc elec trans included DIY824864

WA 0419 424 690 (P) $24,750

ADD VALUE TO YOUR DEALERSHIP

Inspire consumers and drive boat sales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STABICRAFT
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NORTHSIDE MARINE
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THE BUSINESS END

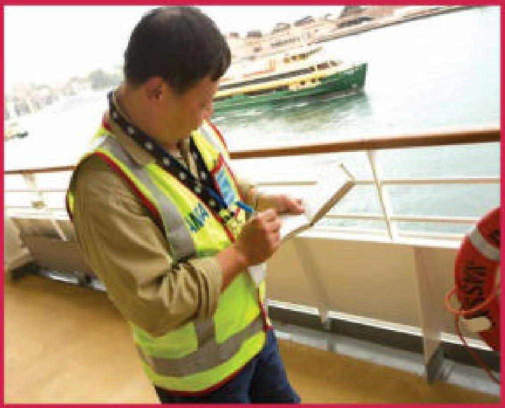
News & Features dedicated to the Commercial Sector

DEFENCE TO KEEP ITS HOOKS IN HENDERSON

The government department will continue to base vessel construction in WA

DREDGING SET TO START IN TOWNSVILLE

Channel Upgrade Project has been won by Hall Contracting



ROLLS-ROYCE ACQUIRES SERVOWATCH

Servowatch set to expand their ship automation division

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Raytheon Australia to be Capability Life Cycle Manager for the Navy's OPVs

The first remote operation of a tugboat marks a major milestone for the Port of Singapore

Remote tug operation trialled

ABB, together with shipyard Keppel Offshore & Marine (Keppel O&M), has successfully carried out South Asia's first remote joystick control of a tug in the Port of Singapore.

ABB says the trial of remotely operating the harbour tug from a shore command centre marks a major milestone in validating the increased safety and efficiency of towage operations utilizing digital solutions.

ABB delivered an integrated solution for the remote and autonomous control of the vessel based on its Ability Marine Pilot product family. The ABB Ability Marine Pilot Vision provided the sensor fusion from onboard systems to generate a digital situational awareness, while ABB Ability Marine Pilot Control system executed the necessary intelligent manoeuvring and control commands.

"The intent of this technology is to relieve the crew of tasks that can be automated, enabling them to perform at their best during critical periods and enhancing the overall safety and productivity of marine operations," said Juha Koskela, Division President, ABB Marine & Ports.

"This trial also confirms the possibility for application of remote and autonomous technology to other vessel types."

ABB's technology and Keppel O&M's technology solutions were retrofitted on the 32m tug *Maju 510* which is owned and operated by Keppel Smit Towage.

The second phase of the project, scheduled for late this year, will see the vessel perform autonomous collision avoidance tasks while under remote supervision.

Derwent ferry trial up and running

The Tasmanian Government's trial ferry service on Hobart's Derwent River had a successful start with 1870 passengers in its first week.

The ferry offers a 15 minute crossing between Bellerive and Hobart, providing an alternative to crossing the river via the Tasman Bridge.

Long-standing and respected local ferry provider Roche Brothers is operating the service under the Derwent Ferries name. It also runs the Navigators MONA ferries.

The primary vessel being used is the catamaran *Excella*. It can carry 107 passengers and 15 bicycles. There is potential to upscale to a larger ferry if there is demand.

Derwent Ferries Managing Director, John Roche, says starting and finishing the working day on the ferry is a relaxing and convenient way to get across the River Derwent.

"We're really excited to be offering this service on the picturesque and iconic river," he said. "The opportunity to travel on our beautiful river, avoid congestion and to be able to do it for free, is expected to be popular.

"The trial is a great start to what we hope will be a more comprehensive offering in the future."

There have been numerous proponents for such a ferry service in recent years, and the 12-month trial service has been instigated to get a true measure of public support. There is an option to extend the trial by a further 12 months.

NEW ZEALAND DEFENCE FORCE PICKS HOBART FIRM

Hobart-based company PFG has secured an approximately $6 million contract to supply three 12.5m, high-speed Littoral Manoeuvre Craft (LMC) to the New Zealand Defence Force. PFG will construct the vessels from high density polyethylene (HDPE).

PFG's Chief Executive Officer Rob Inches said the contract award was recognition of the company's experience in building of durable and safe high-performance boats.

"We have been building boats with HDPE for over 25 years, mainly for use in the aquaculture industry. However, with our Sentinel Tactical Watercraft branded boats, we have had success more recently in the police and emergency services sectors," he stated.

"Our boats are renowned for being virtually indestructible, can't corrode or suffer from electrolyses, and don't ever require painting — resulting in comparably low whole of life costs," he added.

Inches said PFG was delighted to partner with New Zealand industry with the inclusion of the HamiltonJet waterjet propulsion units, and General Marine Services of Auckland who are both major equipment suppliers and sustainment partners for the program.

"Due to the design excellence of a partner naval architects, One2Three of Sydney, and PFG's craftmanship in building quality, the boats perform to a very high level, offering strength, reliability, manoeuvrability, and crew safety that is unmatched in this class of craft," he said.

According to PFG the LMC's will provide the Royal New Zealand Navy (RNZN) with an improved ability to detect and respond to underwater threats, support expeditionary reconnaissance, and provide an agile platform for the transport of troops and materiel.

"It is also important that the LMCs are capable of performing multiple roles and tasks and be able to operate in a forward command role as required," Inches explained.

"We are proud of our Sentinel craft and proud of the team we have assembled who will deliver them. We are also delighted to work with the RNZN to develop a boat that will set a new bench mark in meeting the needs of a modern defence force," he added.

The contract was awarded through an open tender process. The LMC is one of a series of systems being procured as part of the RNZN's Littoral Warfare Systems Project.

The tender stated that the LMC's primary purpose is to tactically project Expeditionary Reconnaissance and Mine Counter Measures teams, complete with FC530 RHIB, from HMNZS *Manawanui* or a coalition platform over the horizon to the objective area. Once there, it will host the tactical commander, and act as a Control Point and communications relay. HMNZS *Manawanui* is the RNZN's diving support, hydrographic and deep sea salvage vessel.

The scope of the tender includes three boats; a support system; an initial set of spare parts; two trailers; and two cradles suitable for transit on ships.

REEF AUTHORITY TO GET NEW LANDING CRAFT

REEF CARGO
Marine Parks

Queensland boatbuilder Norman R. Wirght & Sons has commenced construction of another vessel for Queensland's Department of Environment and Science — a high-speed catamaran landing craft.

The 21.25m long, 6.5m wide vessel will be utilised in the Great Barrier Reef Marine Park, performing a range of tasks including patrol operations, dive support operations, marine infrastructure installation and maintenance, and island park management.

It will be the fourth Incat Crowther-designed vessel for the Queensland Government department.

The vessel has fuel capacity of 7700 litres for long range, and also provides high speed for a landing craft. Expected service speed is 20kt, with a top speed of 25kt. Range at 20kt is expected to 500nm.

The propulsion plant consists of twin MAN i6-850 diesels, each rated to 625kW. These will drive fixed pitch propellers.

This landing craft provides vehicle access to beaches or boat ramps via a hydraulically operated ramp. Operations are supported by reinforced hull bottom for beach groundings, a low hull draft of only one metre, protected propellers, and a kedging winch at the stern.

The working deck is capable of carrying deck cargo and vehicles, such as four wheel drives, trailers, an excavator, compact track loader or small tractors. In addition to the bow ramp, the vessel will have a UNIC deck crane capable of lifting 680kg at 7.5m.

The vessel will be in NSCV 2C survey for 12 people and 24 people in 1C. The working deck can accommodate 12 passengers on folding seats. The superstructure at main deck level includes a twin cabin, a mess, and a galley. Below decks is a pair of twin cabins and stores.

The wheelhouse deck will be full walk-around, with the aft deck featuring the vessel's rescue boat and crane, laundry and bathroom. Exterior wing stations forward on this deck afford visibility over the working deck and bow ramp. The wheelhouse features lockers and a single bed.

New AMSA compliance plan targets domestic commercial vessels

Domestic commercial vessels are one of five focus areas in the Australian Maritime Safety Authority's (AMSA) National Compliance Plan for 2021-22.

Eight specific issues have been identified with respect to Domestic Commercial Vessels (DCVs).

The first issue is DCV inspection targeting, in which AMSA employs a targeting prioritisation model that is risk-based. It says the analysis of more comprehensive inspection data has allowed further refinement of risk profiles for targeting purposes based on vessel class deficiency rates. Greater emphasis will be placed on classes of vessels that have a higher than the national average of deficiencies per inspection and vessels that have no previous inspection history. In addition, AMSA will conduct a minimum of 60 days at sea targeting the crew and fleet of DCVs.

Safety Management Systems are the second issue identified. AMSA said SMS deficiencies made up the majority of compliance findings in 2020, accounting for 13 per cent of deficiencies issued. Further it was found that SMS processes accounted for 60 per cent of investigation findings. Analysis of these findings identified that poor, lack of ineffective risk assessment comprised the main issue.

In response, AMSA will conduct a safety campaign focusing on risk assessment as a foundation of Safety Management System. This will comprise of education and an inspection campaign targeting 250 inspections.

A total of 27 incidents in 2020 involving construction barges, with eight very serious including one fatality, led AMSA to deem construction barges its third issue. Initial investigations identified inadequate risk assessments as a common contributory safety issue to these incidents. Again the response combines an education and inspection campaign, with 100 inspections expected to be undertaken. AMSA will work with state WHS authorities in delivering the campaign.

With regards passenger safety, AMSA conducted a safety campaign in 2020 that included a Focused Inspection Campaign (FIC) into passenger safety. It found 30 per cent of vessels inspected did not have an effective passenger monitoring system. In response AMSA will continue with an education campaign and conduct a second focused inspection campaign (200 inspections) to reinforce passenger safety monitoring requirements.

An analysis of AMSA incident investigation data identified fatigue as one of the conditions that contributed to serious incidents (around seven per cent). As a result of this and other supporting data AMSA will commence an education campaign focusing on the risks associated with fatigue and develop associated guidance.

Tender (Dory) Operations Safety is another issue, with six search and rescue incidents attributed to dory fishing operations in the Great Barrier Reef in 2020. As a result, 61 dory fishing operation vessels were inspected in Queensland. This indicated a significant shortfall in marine safety compliance in this sector.

In 2021-22 AMSA will continue its focused compliance activities on such operations in Queensland, with a target of inspecting 80 per cent of the active fleet.

AMSA says incident data indicates a level of underreporting in the domestic commercial vessel sector. AMSA received 3500 incident notifications from regulated Australian and foreign flagged vessels in 2020 with approximately 93 percent of these being Less Serious incident notifications. In contrast, it received 756 marine incident notifications from the domestic commercial vessel fleet in the same period, despite it being approximately four times larger. To address this AMSA will commence an education campaign focusing on encouraging incident reporting. AMSA will work with industry and other relevant State/Territory agencies in delivering an outcome.

The final issue identified is Accredited Marine Surveyors. In 2020, 84 correction actions were recorded against accredited marine surveyors, and AMSA finalised 16 show cause or suspension actions. This represented five per cent of the number of approved accredited surveyors in 2020. As a result in 2021-22 AMSA will conduct an audit campaign to focus on ensuring compliance with the surveyor accreditation guidance manual. It aims to audit in excess of 20 per cent of active surveyors.

NAVY SUPPORT CONTRACTS AWARDED

Three well-known businesses have been awarded new contracts to support Royal Australian Navy (RAN) operations under the Defence Marine Support Services Program (DMSSP).

As part of the DMSSP's Service Package 1, Serco Asia Pacific will deliver support services in naval and non-naval ports across Australia, as well as crewing, maintenance and upkeep of asset bases.

The initial six-year contract has an estimated value of $120 million. The contract has provisions for two further five-year extensions with potential value to Serco over the full 16 years.

Serco Defence Managing Director Clint Thomas AM CSC said he was pleased to be able to continue providing in port services on behalf of the RAN.

"Serco has successfully provided in port services to the Royal Australian Navy across Australia as part of its Fleet Marine Services Contract (FMSC) for the past 24 years and I am delighted that this support will continue.

"This new contract recognises the strong partnership we have built with Navy over the years and Serco's delivery of fully integrated defence service solutions.

"We look forward to working alongside the RAN with our supply network and our Australian Industry partners into the future," Thomas said.

The new contract includes general harbour services, security patrols, personnel and stores transfers, Bunker Barge Operation, maintenance support services and training.

Teekay Australia secured a separate DMSSP contract to provide in-service support for five vessels.

The Department of Defence has been a customer of Teekay's Australian operations since 2003. Teekay said it has built a strong relationship with Defence and other Commonwealth Agencies through operating, managing, and supporting marine assets across multiple aspects of maritime acquisition and sustainment, and that the new contract was a continuation of this long-standing relationship.

Its new contract, DMSSP Service Package 2, includes two Defence vessels already managed by Teekay (MV *Sycamore* and ADV *Ocean Protector*), and three other vessels previously supported under the FMSC: MV *Stoker*, MV *Besant* and MV *Seahorse Mercator*.

Teekay said it would continue to employ hundreds of Australian seafarers and prioritize support of Australian industry though engagement of Australian subcontractors and vendors as part of the contract.

DMSSP Service Package 3, for towage, was awarded to Svitzer Australia. It will provide towage services for Australia's naval fleet, the management of RAN towage assets, and the development of naval personnel training in major ports around Australia.

Svitzer Australia Managing Director Nicolaj Noes said, "We are honoured to be chosen as the trusted partner to provide essential towage service to the Royal Australian Navy as they undertake the vital role of serving Australia at sea.

"With our network of ports around Australia, fleet capability and experienced crews, we are well placed to provide a safe, reliable and efficient service for the Navy's operational and strategic needs.

"We look forward to fostering a strong working relationship with Defence providing round-the-clock, responsive support to Navy vessels and personnel as they call at ports around Australia," he added.

Noes said the company is committed to providing strong and continued support to our local communities with a focus on Indigenous engagement, leveraging its local supplier network and partnering with defence to provide employment opportunities.

Svitzer has previously supported Defence as a towage subcontractor in several Australian ports.

New vessel joins SAPOL's Water Operations Unit

South Australia Police's Water Operations Unit has a new, locally-built vessel in its fleet — *Police Launch 2*.

Built by Nautic Star to NSCV 2C survey for operations up to 30 nautical miles offshore, the new boat replaced *Police Launch 3 – Ron Jeffrey* which had been with the Water Operations Unit since 2007.

Lloyd's Register High Speed Special Service Fast Craft rules were used for the vessel's design, which includes construction from 6mm aluminium plate for the hull, which is fully double continuous welded.

The 8.9m long, 2.9m wide *Police Launch 2* will primarily be used in the Gulf St Vincent area but can be deployed anywhere across South Australia. It will be used for search and rescue, marine compliance, general patrol and dive operations.

The boat is fitted with a Furuno-based navigation system, FLIR thermal camera with target tracking lock for improved search capability, and has capacity to transport up to eight personnel.

The wheelhouse features forward raked windows with windscreen demisting system; Shockwave S5 suspension seats, a navigation/planning station in the port aft quarter. Reverse-cycle air conditioning is fitted.

A central passageway leads to the forward cuddy cabin, which provides storage and has a toilet. A tow post is integrated into the aft deck, and a Maxwell anchor which is fitted forward.

Propulsion is diesel with sterndrive, with Volvo Penta supplying both the D6-440 inboard engine and Aquamatic drive with DuoProp. Zipwake interceptors sit are installed on the transom either side of the sterndrive leg.

According to Nautic Star, *Police Launch 2* achieved a top speed of 38kt and averaged 26 litres per hour fuel consumption across its sea trials period. Nautic Star said the fuel consumption on trials was less than half the fuel of an equivalent vessel with comparative weight and power "without comprise on the comfort and handling that Nautic Star vessels are proudly known for".

Commissioner of Police, Grant Stevens said the vessel is a welcome asset to the Water Operations Unit providing enhanced capacity to keep South Australians safe.

"*Police Launch 2* provides another layer of capacity to respond to emergency situations, as well as for general patrolling to ensure that people are doing the right thing in our waterways," Stevens said.

South Australia's Police Minister, Vincent Tarzia, described the new boat as 'impressive kit'.

"Nautic Star has delivered another high-quality, South Australian-built vessel that will help save lives," Tarzia said.

POLICE LAUNCH 2
POLICE

Riverside subsidiaries get new vessels

BHP Billiton Mitsubishi Alliance has added a 32m harbour tug to its operations at Hay Point, Queensland.

Riverside Marine said its subsidiary, Rivtow Marine, was proud to play a key role in the introduction of the vessel to support BMA's ongoing operations.

PSA Marvel will join another two tugs in the Rivtow Marine fleet currently supporting BMA's busy operations.

"With a bollard pull of 80 tonnes, *PSA Marvel* strengthens both the capacity and capability of the Rivtow Marine fleet at Hay Point and marks a milestone for BMA," Riverside Marine said in a statement.

Rivtow Marine is an Australian and family-owned, quality-focused marine towage and harbour services provider operating in the Port of Hay Point and the Port of Port Hedland, managing 20 tugs across both operations.

Riverside Marine has also added the pilot boat *Berkeley* to its fleet through its wholly subsidiary, Riverside Pilotage.

Designed in Western Australia as a monohull with two keels, the 18.5m pilot vessel was the first Berkeley Class pilot boat built, and originally delivered for operations in the Port of Fremantle in 2015.

Riverside Marine said the vessel "has a track record for outstanding manoeuvrability, sea performance with stability to facilitate quick, comfortable transits and safe pilot transfers to ships."

Riverside Pilotage supports the Northwest Shelf Joint Venture, servicing gas ships at the Withnell Bay LNG Terminal as well as vessels at the Dampier Cargo Wharf and Bulk Liquid Berth facilities.

As of mid-September *Berkeley* was located in Fremantle and "available for charter or inspection."

Another Berkeley Class pilot boat now operates as the primary pilot boat for Fremantle Ports' operations.

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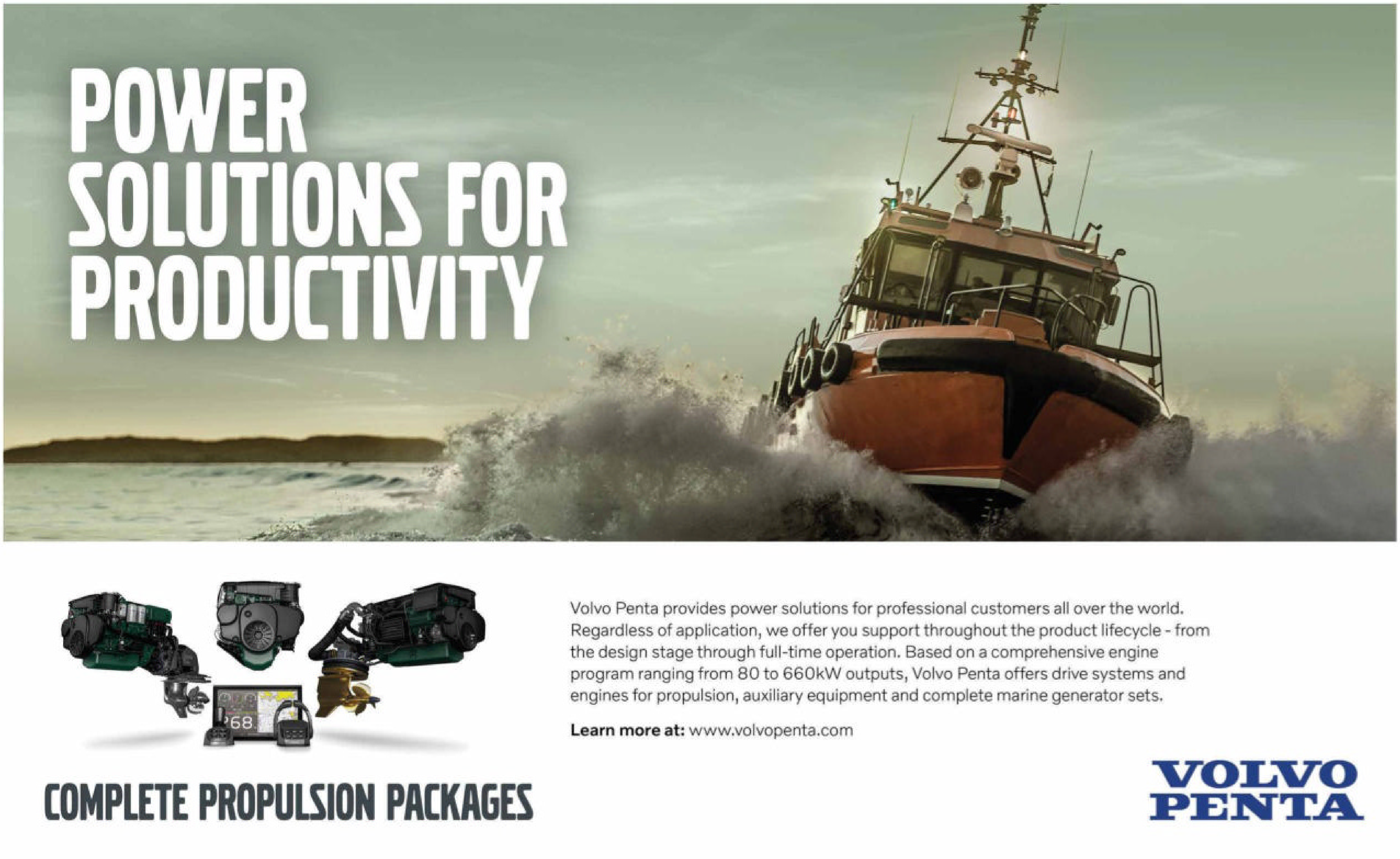

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NEXT ISSUE ON SALE December 9

ENJOYING THE SUN

With summer soon to be well under way, next month, Tim Simpson looks at sun safety, Kevin Green takes a look at new boat electronics set to hit the market and we chat to some happy Riviera owners. Additionally, we take you to a well-liked destination, and feature a range of reviews — plus more!

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